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Scale Aviation Modeller is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

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Volume 5 Issue 1



Editorial

Welcome to this bumper 80 page edition and the start of Volume 5.

Writing an editorial each month is never a strong point for me, unless I have some points to raise I find it difficult to even get started. Because the first two editions of the year are always created well in advance, this does mean I am left doing about three editorials in a four week period, not easy! All I can therefore say with this edition is to apologise to the many people who have written in the last month or so, and to whom I have not replied. The reason for this was a combination of the IPMS/UK Nationals, then the Chicago show, then a deadline, then influenza, and then two more deadlines! I will try to get all of my letters done over the next few weeks, but please bear with me, as I also want to do my Christmas shopping.

You will find in this edition the index for Volume 4. Sorry we could not include this with the last edition of that volume, but space was at a premium in that issue. Hopefully you will not mind taking the centre pages out of this issue and adding them to the back of your bound Vol. 4.

You will also see that this month there have been some slight

changes to the way in which we

present certain features. This is to allow a better use of our limited space per edition, as it is a constant struggle to get all the features in each month. As I said in my editorial last month, there will be a number of changes to the title in the coming year and this is just one of them. Although this time of year is quiet as far as news goes (that's why the News Update is so limited this month), there are always a lot of new products, accessories, decals etc that we receive, and on top of that there are all the stunning feature articles our contributors are writing. Trying to fit the equivalent of 80 pages into 64 each month is a real headache for the Production Team, but please don't mention the fortnightly option, I would have no time to sleep!

Well, I hope that you enjoy the coming year with SAMI and although this edition will only just be out prior to Christmas I would like to wish all of our readership around the world a very Happy Christmas and a peaceful and prosperous New Year

Richard A. Franks
 Editor

News & Reviews

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Cover: Morane Saulnier Type 1, built by Rod Holland. See page 50.



CDC



1/100th

The most recent releases in this very popular range include a selection of 'aces' Spitfires and some colourful BAe Hawks.



The Spitfire comprises four machines, a desert Mk V Trop coded ZX-N (Item 5311), a Dark Green and Ocean Grey Mk V coded YO-Q (Item 5310), a BofB era Mk I coded KL-B (Item 5312) and an American operated Mk V Trop coded MX-Y (Item 5313).



The BAe Hawks are the all-black 'Tiger Meet' example, serial XX226 (Item 5056) and the black and yellow-striped display aircraft, serial XX244 (Item 5057).



Each of these is very attractive and will certainly look good in the office or on the computer. For more details about the CDC range contact the UK distributor, RIKO International, on 01442 261721.

CMK

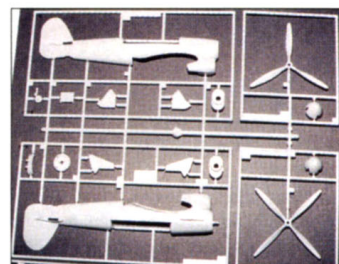
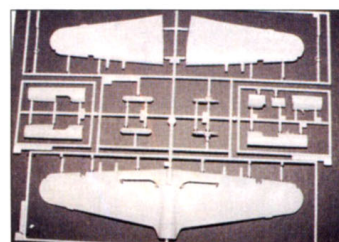
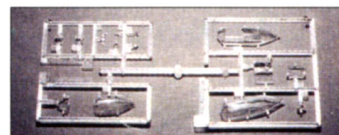
1/48th

The next resin update sets from this manufacturer will include ones for the Fiat CR.42 (Classic Airframes), Il-2m3 armament set (Accurate Miniatures), Il-2m3 control surfaces (AM), A-1H Skyraider detail, interior and undercarriage sets (Tamiya), Il-2 detail set (AM), BAC Lightning undercarriage, interior and control surfaces (Airfix), F-84 interior (Tamiya), Fw 190A-8/F-8 interior (Tamiya), Fw 190 undercarriage (Tamiya), Fw 190A-3/A-4 interior (Tamiya), a set of FAB100 and FAB250 Russian bombs and a set of German rudder pedals and control columns.

1/72nd

In this scale there will be sets for the P-40E interior (Hasegawa), F-16 jet intake, Me 262 armament and engine sets (Revell), P-39Q interior (Academy) and the F-104C interior (Revell).

Hasegawa

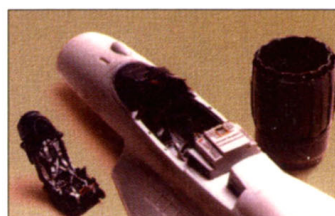


1/48th

We did not have space to bring you the detailed pictures of the sprues of the new Hawker Typhoon that were at the Chicago Toy & Hobby Fair last month, so here they are. The kit was in the UK by December, the UK price will be around the £17.00 mark.

The Bf 109E-4/7 and Hawker Hurricane Mk IIc have also just been released by Hasegawa in their Collector's Hi-Grade range with the addition of resin update components from KMC. The Bf 109 features a new cockpit interior, a complete engine, new wheels and a separate rudder. The Hurricane just gets a new seat with moulded seat harness, new wheels, flaps and the escape panel. Decal options remain unchanged with the Hurricane having BD962, PZ865 and Z3894, while the Bf 109 comes with markings for I/JG 2, 7/JG 26, 4/JG 77 and the Japanese evaluated example. Each of these retails for £17.99.

FM Models



1/48th

Apart from the excellent set reviewed in the accessory section this month, the other most recent resin interior update from this company is for the Academy MiG-29. The set offers 21 resin and around 50 etched components and details include a new cockpit interior and ejection seat, exhaust cans, wheels and weapon pylons.

The next items from them will be detail and update sets for the MiG-21MF/Bis (Academy), MiG-21PF (Academy), Bf 109E, Aichi Val cockpit and detail sets (Hasegawa) and Hawker Hurricane (Hasegawa). A resin kit of the Ford 3T Truck will also be produced in this scale.

Revell



1/32nd

The Bolkow B6 105 PAH in this scale has just been released by this manufacturer and it retails for £10.95 in the UK.

Dragon



1/48th

The long awaited Ju 88C-6 should be out soon from this manufacturer and what a price! No, it's not high because if our sources are correct the kit will retail for just £25.00 in the UK. Get one while you can.

Dujin

1/72nd

A large number of new resin kits (without decals) have been produced by this manufacturer. They include the AERFER Ariette (£17.95), Ryan ST/STM/PT-16 (£15.95), Ryan PT-22 (£15.95), FFA Arbalet (£15.95), Robin DR.100/105 (£13.95), Robin DR.1050/51 (£14.95), Robin DR.105M1 (£14.95), Robin DR.150 (£13.95), Robin

DR.221 (£13.95), Robin DR.253 (£14.95), Robin HR.100/210 (£14.95), Robin HR.100/250 (£14.95), Fournier RF.6b/Slingsby T.67A (£13.95) and the Slingsby T.67M Mk II Firefly (£14.95).

Due soon from them will be the SNCASE Romano R.82 Et 2, Caudron C.510, Robin DR.250, Robin DR.300/317, Robin DR.400, Fournier RF.41 and Fournier RF.5.

Classic Airframes



1/48th

The long-awaited Fiat G.55 from this manufacturer is now available (see Preview), as is their excellent Westland Whirlwind fighter. The latter item retails for £24.95 in the UK and you can obtain examples from Hannants.

Italeri



1/72nd

The F/A-18F (two-seat) Super Hornet is now available from this manufacturer and it retails for £7.99. Also released is the new Spitfire Mk IX (£3.50) and the F-100D Super Sabre (£7.99).

Tamiya



1/48th

Arriving at last in the UK at the end of November was the stunning De Havilland Mosquito NE.II/FB.VI. This kit retails for £17.99 and as you will have seen by our build of this kit in the November issue, it is well worth having.

Correction

In Peter Robin Newell's review of the Italeri P-51 Mustang I in the October issue (see Vol 4 Iss 10 Page 624) no mention was made in regard to the wing, as depicted in this kit. As many of you have pointed out, Italeri have made the same mistake that Hasegawa did in using their P-51D series wing in an earlier version. Many kit manufacturers (Frog, Airfix and Hasegawa to name but three) have made this error, and this has been compounded by a number of scale plans also making the same error. The old Monogram kit was correct, as I believe are the Condor early Mustang's, but correcting the Italeri example will not be possible due to the proximity of the wheel wells to the wing's leading edge. This is a real shame, as Peter said, the kit is beautifully moulded and easy to build. But it just goes to show that even the big names make errors.

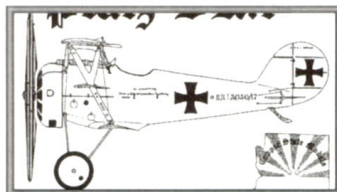
Our apologies for not highlighting this error sooner.

Richard A. Franks, Editor



Bell UH-1D "Slick"

Manufacturer: Italeri **Scale:** 1/48th
Price: £9.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 98, Clear 13
Decal Options: 3 (7/1st Cavalry, No. 9 Sqn (RAAF) & German Army 1992)
Manufacturer: Italeri SPA., via Pradazzo 6, Calderara (BO), Italy
UK Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD.
 Tel: 01442 261721 Fax: 01442 240647



Pfalz Dr.I

Manufacturer: Copper State Models
Scale: 1/48th
Price: \$56.99
Panel Lines: N/A
Status: New Tooling ✓
Type: Resin, White Metal & Etched Brass
Parts: Resin 9, Metal 13, Etched Brass 70, Acetate Film 14
Decal Options: 1
Manufacturer: Copper State Models
UK Source: Final Touch



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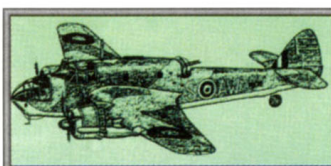
Junkers Ju 87G-2

Manufacturer: Hasegawa
Scale: 1/48th
Price: £17.50 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 84, Clear 5
Decal Options: 1
Manufacturer: Hasegawa Seisakusho Co., Ltd, 3-1-2 Yagusu Yaizu, Shizuoka 425-8711, Japan
UK Importer: Amerang, Commerce Way, Lancing, West Sussex. BN15 8TE
 Tel: 01903 765496 Fax: 01903 765178



Douglas DB-7 Havoc 1 "Turbinlite"

Manufacturer: High Planes Models
Scale: 1/72nd **Price:** £20.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 51, Metal 6, Clear 3
Decal Options: 2
Manufacturer: High Planes Models, 127 Wheeler street, Corryong, Vic 3707, Australia
 Tel: 060 76 1961 Fax: 060 76 1843
 Email: hiplanes@corryong.albury.net.au
UK Importer: Hannants



Bristol Beaufort Mk 1

Manufacturer: High Planes Models
Scale: 1/72nd
Price: £20.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 46, Metal 15, Clear 5
Decal Options: 2
Manufacturer: High Planes Models (see address elsewhere)
UK Importer: Hannants
 Tel: 01502 517444



Fiat G.55

Manufacturer: Classic Airframe
Scale: 1/48th **Price:** £19.95
Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass and Vac-form Clear
Parts: Plastic 30, Resin 12, Etched 12, Clear 2
Decal Options: 2
Manufacturer: Classic Airframes (see Advertisers Index)
UK Importer: Hannants
 Tel: 01502 517444



Westland Sea King Mk 41

Manufacturer: Revell® **Scale:** 1/72nd
Price: £8.95 **Panel Lines:** Recessed ✓
Status: New Tooling ✓ **Decal Options:** 2
Type: Injection Moulded Plastic
Parts: Plastic 93, Clear 8
UK Distributor: Revell®, Binney & Smith (Europe) Ltd, Ampthill, Bedford. MK42 9RS
 Tel: 01234 360201 Fax: 01234 342110



Panavia Tornado IDS "Tigermeet"

Manufacturer: Revell® **Scale:** 1/72nd
Price: £8.95 **Panel Lines:** Recessed ✓
Status: New Tooling ✓ **Decal Options:** 3
Type: Injection Moulded Plastic
Parts: Plastic 124, Clear 10
UK Distributor: Revell®, Binney & Smith (Europe) Ltd, Ampthill, Bedford. MK42 9RS
 Tel: 01234 360201 Fax: 01234 342110



Shavlov Sh-2

Manufacturer: A-Model **Scale:** 1/72nd
Price: £TBA **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 48, Clear 3
Decal Options: 6 (4 Russian & 2 Finnish)
UK Importer: Pocketbond (See Ad Index)



Curtiss S03C Seaweb

Manufacturer: Classic Resin Airframes
Scale: 1/48th **Price:** £37.50
Panel Lines: Recessed ✓ **Status:** New Tooling ✓
Type: Resin & Vac-formed Clear
Parts: Resin 59, Clear 4 **Decal Options:** 2
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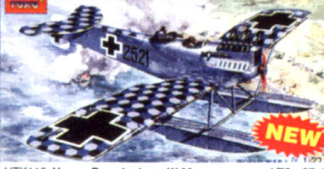
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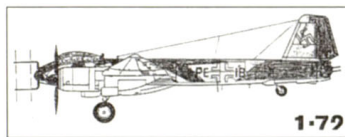
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Junkers Ju 388 V2



1-72

Technical Data

Kit: Junkers Ju 388 V2
Manufacturer: RV Resin **Scale:** 1/72nd
Price: TBA **Type:** Resin & Vac-formed Clear
Parts: Resin 63, Vac-Form 1
Decal Options: N/A
Manufacturer: R.V. Resin, Udánky 7, 571 01 Moravská Třebová, Czech Republic.

The Kit

The kit comes in the standard, sand colour resin with the parts being bagged tightly to avoid damage. Most of the parts seem to be copied from either the Italeri Ju 188 (wings, tail, undercarriage) or the Airmodel Ju 388 (fuselage, engine cowlings, canopy, fin and rudder). A strange choice is the inclusion of Fw 190 seats for the cockpit interior. Lose them and make your own.

Instructions

These come on two double-sided A4 sheets. The first two sides deal with a brief history and specifications but as they are in Czech? these are best left to the linguists. The next side deals with construction in a series of exploded views, and the last side gives a three-view paint plan. Adequate but not entirely clear.

Construction

I started construction with the fuselage halves after painting the cockpit sides and floor RLM 66. The fit of the fuselage is rough with a lot of filler required to blend in the poor join. The instrument panel, seats and control column were added next. The control column came from the spares box as removing the kit part from the wafer seems more of a dream than reality. At this point the model would benefit from the addition of a rear bulkhead, radios and a gunner's sight as these are not included in the kit. The tail-planes and wings were added now with the help of a lot of filler at the root join. Engine nacelles and cowls were assembled next and then fitted to the wings. An overdose of filler is required here as the fit is terrible, the cowls not matching up to the nacelles at all. The undercarriage, tail barrette, gun pack and radar array were added next without any problems. After the canopy was fitted using Krystal Kleer, it was masked off prior to painting. Once painted, the cannon, 'schrage musik' installation and various aeries were added using stretched sprue and 450g breaking strain fishing line.

Accuracy

Laying the parts on plans drawn by Michael Merker and Jack Jackiewicz, the wingspan is bang on and the fuselage is slightly long. Sounds pretty good, eh? But let's use the plans further. The fuselage is not deep enough, the

nose profile is too pointed, the outline of the fin is incorrect and the engine cowls are only 75% of the size required. All this leads to a very sleek looking aircraft which, while it looks good, doesn't capture the chunky lines of the original.

Colour Options

One colour scheme is given for Ju 388 V2 PE+IB, W.Nr.500002, finished in RLM 70/RLM 71 splinter camouflage with RLM 65 undersides and cowls. Older sources suggest that was correct but more up to date sources suggest that the cowls were in fact RLM 02. Make up your own mind, but I feel that RLM 02 is correct as the cowls were more than likely primed but unpainted. As no decals are provided, I opted for a possible service scheme. I finished mine as the Gruppenkommandeur II/NJG5 using the

Superscale decal sheet 72-670 for the Ju 88G.

Decals

As previously stated, no decals are included in the kit, but the Superscale decals were excellent!

Conclusion & Recommendation

Not a very accurate kit at all, but one that ends up as a very attractive aircraft. Construction was quite involved but the end result, I feel, does look worth it.

If you can put up with the glaring inaccuracies then this aircraft would look good in any Luftwaffe or nightfighter collection. Recommended with reservations.

My thanks to R.V. Resins for the review sample.

Gordon King

Photography by Alasdair King.



Polikarpov I-16 Type 5/6



Technical Data

Manufacturer: A-Model **Scale:** 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓ **Price:** £TBA
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 46, Clear 1 **Decal Options:** 3
UK Importer: Pocketbond Ltd (see Ad Index)

The Kit

My example of this kit arrived boxed with the main components in a plastic bag plus the instructions and decals. The sprues are roughly moulded soft white plastic, not a good omen but when all the flash had been cleaned off the parts things began to look up. The cockpit includes a reasonable seat, instrument panel, control column and a floor which is more than adequate for an aircraft with such a small cockpit opening. The engine compartment is well detailed with a respectable firewall and engine mounting, however the moulding of the radial engine is a little poor if you are tempted to leave off one of the access panels and detail the interior. Finally there is a choice of glazing for the earlier Type 5 fully enclosed cockpit or the later Type 10 with the open cockpit, both are produced in clear perspex.

The Instructions

A single A4 sheet contains exploded construction diagrams for the various phases of the building process and adequate line drawings of the three colour options available with the kit. All the instructions are in Russian only, with the exception of the colours, but the pictures are self explanatory.

Construction

Once the parts are cleaned up they go together quite well but the wing roots to fuselage join is a poor fit and will require more than a smear of filler. The cockpit area I painted in a selection of greys to help pick out the detail. The exhaust pipes are moulded separately and their removal from the sprue and placing in the airframe can be a bit fiddly. A little more filler was required around the nose panels and I would advise a few dry runs in this area as the fit is not good. I replaced the prop shaft with a length of steel wire to ensure a sound fit when the prop is placed in position. The undercarriage doors are a bit on the thick side but, as they are moulded with the legs attached, replacing them presented a problem, so I thinned them down a little with a file. The rest of the build went without a hitch.

Accuracy

I used Richard Caruana's article on this aircraft in the April '97 (Vol 3 Iss 4) edition of this magazine and after reducing his 1/48th scale drawing down to 1/72nd on the

photocopier found the general outline of this little fighter to be a very good match. The dimensions come out almost exactly to that of the original so after all is said and done this is a very good representation of the I-16 in this scale.

Colour Options

Three are given and catered for on the decal sheet. A Type 5 in Russian markings featuring a red rudder emblazoned with the number '6', or a choice of Type 10s, one numbered '33' in Russian markings and the final option a Republican machine flown by Jose Bravo Fernandez whilst commanding the 3a Escuadrilla during the Spanish Civil War. This last aircraft is featured in Richard's article and was my choice of finish for this model. The top surfaces were finished in Russian Green (Humbrol HT1) and the lower surfaces in Russian Underside Blue (Humbrol HT2). The red Republican stripes were painted on.

Decals

These are complete for all three options and are well printed and have a matt finish. The carrier film for each decal is rather large and irregular and did silver a little when applied. The red stars I later applied to another model and found that they allowed the base colour to show through and darken them.

Decal Rating = 6/10

Conclusion and Recommendation

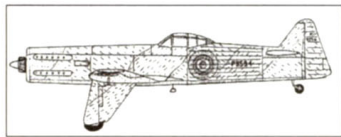
My early reservations about this kit proved groundless and after a bit of work a fine model can be built of this diminutive fighter 'straight out of the box'. It is easy to build and would form a good basis to super detail if you so wish. Recommended to all.

My thanks to A-Model for the review samples.

Dan Claxton



Martin Baker M.B.2



Technical Data

Kit: Martin Baker M.B.2
Manufacturer: Magna Models
Scale: 1/72nd **Status:** New Tooling
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Price: £17.25 (inc. P&P)
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 12, Metal 9, Clear 2
Decal Options: None
Manufacturer: Magna Models

The Kit

The kit comes in Magna's usual stout white cardboard box with slide-out 'tray' containing separately-bagged resin, white metal and vac-form parts. Boxtop art is limited to a profile-view drawing of the aircraft. Major components are cleanly cast in creamish resin with finely engraved panel lines and raised detail representing the fabric-covered aft fuselage. Propeller, tailwheel, instrument panel, control column, rollover pylon, footstep, pitot mast and venturi are cast in white metal. The vac-form canopy is pre-marked for trimming and comes with a spare.

Instructions

Three sides of A4 with a parts map, technical data on the full-size aircraft, general advice on handling resin components as well as specific building notes, 1/72nd three-view drawing/painting diagram and bibliography.

Construction

The first task was to remove the substantial casting blocks from each part, the work of but a few moments with a razor saw. The curved separation line on the undercarriage 'trouser' fairings is, as the instructions advise, better dealt with by multiple strokes of a scalpel blade and snapping off along the cut line. A quick wet-sanding to true-up the mating faces and

the parts were ready for assembly.

Construction proper begins with the cockpit, supplied as a resin 'tub' complete with seat to which must be added white metal spade-grip control column and two-part crash/rollover pylon. Do take note of the instructions' caution about trial-fitting the pylon (whose legs need trimming to given length) to ensure that it will fit beneath the canopy before fixing it in place on the cockpit floor. If it stands proud, putting matters right will be very difficult once the fuselage has been assembled. I airbrushed the cockpit tub assembly and sidewalls interior grey-green, and added painted tape harnesses to the seat. The white metal instrument panel looks fine painted matt black, with the indented instrument faces picked out in white or pale grey.

The fuselage halves went together perfectly. I usually prefer five-minute epoxy for major assemblies in resin, since it gives time for often very necessary adjustment, but here I followed Magna's advice and used gel-type superglue, and found it worked very well. Next step was to add the one-piece 'power egg' for the M.B.2's 24-cylinder 'H'-configuration Napier Dagger III engine. The 12-per-side flush exhausts ports are greatly enhanced by drilling out further. Wings are butt-jointed, requiring just a trace of filler on the underside. Care needs to be taken when cleaning up the wing leading-edges not to remove the slightly-protruding barrels of the aircraft's eight-gun installation, which again are improved by drilling out, per instructions. The tailplane halves also fitted perfectly. I managed to lose one half between washing the parts and beginning construction, but Magna's Martin Gomm was quick to provide a replacement. In a graphic demonstration of Sod's Law in action, it was barely two hours after I had prepared and attached the substitute part that the original surfaced - being kicked around the kitchen by one of my cats. That left just the undercarriage 'trousers' to be added, their positions marked by engraved parallel lines, and fit was again very good, a bead of Kristal Klear fairing them seamlessly into the lower wings. Wheels are supplied in halves to be fitted

into recesses in the bottom of the fairings. That is a neat idea which makes painting the hubs and tyres easy, but unfortunately the tyres are slightly too fat for the recesses and need trimming, a fact that (naturally) I did not discover until I had painted them. I added the canopy, but left off propeller, stirrup-type footstep, tailwheel, underwing pitot mast and venturi until after painting and decaling. The propeller is intended to be butt-jointed, but I drilled the cowlings to accept a shaft, primarily to provide a useful means of holding the model during painting.

Accuracy

The kit scales out at a span of 34 ft 1.5 in and length of 34 ft 10 in, against quoted full-size dimensions of 34 ft and 34 ft 9 in respectively - close enough for me.

Colour Scheme

As depicted on the painting diagram, the sole prototype M.B.2 P9594 is in its final, March 1939, configuration and colour scheme of standard Dark Green/Dark Earth camouflage on upper surfaces, Trainer Yellow below, with polished metal on the cowlings faceplate. After a coat of white primer which revealed no areas requiring further treatment, I airbrushed Xtracolour X11 for the undersides and Aeromaster 9110 and 9111 for the upper surface camouflage, followed by Johnson's Klear prior to decaling, and matt varnish after. For the front face of the cowlings I used Bare-Metal Foil, and for the propeller's natural wood blades, Dulux Brush Wood Deep Mahogany,

with black root cuffs and polished alloy spinner, the latter easily replicated by buffing the white metal. The instructions also show a side-view of the M.B.2 in original finless (and, I'd guess, very directionally unstable!) configuration, and with a vestigial triangular fin. Then, it was finished in Deep Green overall, and though civil registered G-AEZD carried the letters M-B-1 in white-outlined black (or more likely just white outline lettering over the base colour, I suspect), this being a 'Class B' test registration, not to be confused with Martin-Baker's 1934 M.B.1 light aeroplane. Conversion of the M.B.2 as kitted to either earlier configuration would be easy.

Decals

None are supplied (for a kit at this price you might think they should be), but for P9594 appropriately-sized serial numbers and Type A1/A roundels came from Modeldecals sheets 36A and 39 respectively.

Decal Rating = N/A

Recommendation

If you have never tried a resin kit, or perhaps been disillusioned by the indifferent quality of some offerings in this medium, I can unhesitatingly recommend this kit. It goes together quickly and easily with a minimum of fuss, and results in a pleasing model of an interesting prototype, its shape so redolent of the 1930s.

My thanks to Magna Models for the review sample.

Mike Jerram



Siebel Fh 104 Hallore.



Technical Data

Manufacturer: Pavla Models
Scale: 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓
Price: £8.95
Type: Limited Run Injection Moulded Plastic, Etched Brass & Vac-formed Clear
Parts: Plastic 41, Etched 30, Clear 1
Decal Options: 2 (Czech A.F. & Luftwaffe)
Manufacturer: Pavla Models, Kubelkova 9, 709 00 Ostrava, Czech Republic
UK Importer: Hannants
Tel: 01502 517444

The Kit

The plastic is a soft type and is light grey. At first glance the kit looks clean and straight forward although there is a little flash and one of the engine fronts is poorly moulded. There are also some moulding marks which need rubbing down. Panel lines are recessed and fine, so don't be too heavy with the use of wet'n'dry. The wings (in real life) were wooden, so no panel lines here. The mouldings are heavy and care must be taken when removing the parts from the gates. The transparency looked like Jack Frost had his hands on it and is a little brittle.

The Instructions

These are two folded A4 size pages and construction is dealt with in ten basic stages with two four-view drawings for both colour

schemes. The colours for the undercarriage are not shown. There are sketches provided for the cockpit and undercarriage and although these are a little vague, they are better than nothing as I could find little information on it. The colour schemes are given from the Agama and Humbrol ranges.

Construction

I ran into a few problems here. Perhaps I should have just reviewed the instruction sheet. I would advise working from the first two sections at the same time and don't fit the accessories on to the floor. Oh, you also have to make a joystick which magically appears in place in the first assembly stage! The rear bulkhead is best put in place and followed by the floor as they are bevelled and just butt corner to corner. I curved the backs of the seats and added the instrument panel then the rudder pedals. I thinned the sides a little beforehand. The port fuselage side of my

model was fractionally short and warped (a bit like me). I used some hot water to gently bend the piece back into shape, alternatively get your best friend to help you hold it together until it sets. The wing trailing edges need a lot of thinning and the rudder needs to be moved back about 1mm. The nacelles needed some work as some of the detail was indistinct. The airscrew hubs are far too small, although nothing that can't be remedied. The undercarriage is improved 100% by the etched parts although the undercarriage doors need to be thinned or replaced. The exhausts need to be fitted flush with the nacelle sides and the pipes below and behind are too long. The canopy can easily crack, so be careful. I trimmed it a bit at a time, using extreme caution when sticking it in place. You can add more detail to the interior of this kit, like the curtains which most had, as this area of the kit is a bit sparse otherwise. To weight the model, I filled the nose with Humbrol body putty.

Accuracy

Here I ran into problems as I could only find a few photographs of the Hallore and no measurements, so I have had to use the dimensions supplied with the kit. The span is 41' 4" and the length 31' 2" approx. The model works out with a 39' 6" span and 31' long so that makes the model 1' 10 scale inches too short in span. The nose should be less pointed and the propeller hubs are too small. Bear in mind only 46 of these machines were produced.

Colour Options

Two are given, a Luftwaffe machine and a Czech version. I opted for the Luftwaffe version being a WWII nutter. The internal colour was RLM 02 which was standard for the 1938-1942 period when these machines were built, although I am a bit dubious about the external colour scheme of RLM 02, RLM 71 and RLM 65. I used the scheme suggested as I could not prove otherwise. It was possibly more likely to be

RLM 70 and RLM 71, but could it have been re-sprayed during the 1940 period? I used Humbrol paints No's 92, 30, 65 as they are relatively easily obtained. The other option, a Czech aircraft, is in RLM 71/65 as it was a captured aircraft and was over-painted, or at least the markings would be.

Decals

The decal sheet is by Extratech and looks clean and neat, with reasonable density although the lighter colours are slightly transparent. My decals were slightly out of register. A swastika is included split in half which is handy. The Luftwaffe markings are a mis-match of early and mid-war style. There is little carrier film and what there is virtually disappears under a coat of varnish, although each image is matt. A couple of the decals broke up during handling, so be warned! I used Humbrol Decalfix to save them.

Decal Rating = 8/10

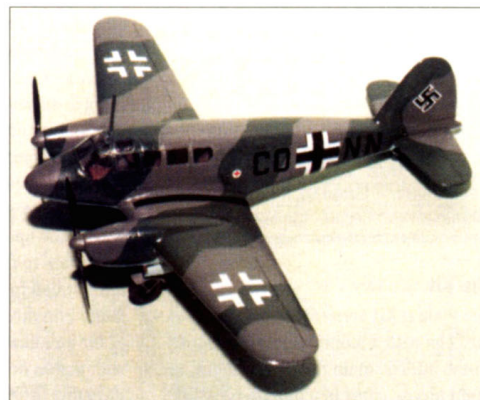
Conclusion and Recommendation.

Well I was really happy with the end result except for the inside cabin walls which look a bit plain. I would be happier if I could have found more reference material and I will, at a later date, reopen the cockpit to add curtains (not covered by the reviews). You need to have a mixed-media kit under your belt before you try this one. It can be made into a reasonable facsimile of the Hallore - and with the improvements suggested would make an excellent example. Galland and Kesselring both used one and skis were also fitted to at least one. They were used in all theatres as well as post-war, so you have a lot of options to choose from. It made a pleasant change from the usual transport types. I

recommend this for those of you who are into transport/liaison types, Luftwaffe or Czech Air Force. But hone up your modelling skills first! None of the big firms would make one, so buy one for a change.

My thanks to Hannants for the review sample.

Stuart MacKenzie



Fiat CR.32



Technical Data

Manufacturer: Classic Airframes
Scale: 1/48th **Status:** New Tooling
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓ **Price:** £17.95
Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear
Parts: Plastic 35, Resin 13, Etched 29, Clear 2 **Decal Options:** 2
Manufacturer: Classic Airframes, P.O. Box 577580, Chicago, IL 60657-7580, USA
 Tel/Fax: 312 327 6088
UK Source: Four Plus UK & Hannants

The Kit

The major part of this kit is presented in grey injection moulded plastic on two sprues, the gates of which are quite thick and there is some flash on some of the parts. The plastic itself is of the softer variety and therefore offers little resistance to knife and file! The surface detail is engraved and well represented. The cockpit area is built entirely in resin and is very detailed. Further details such as knobs, levers, the rudder bar and instrument panel are supplied on an etched brass sheet. Two vacform windscreens are included and these are clear and have the framework scored onto them.

The Instructions

There are three parts to the instructions. The first is a foldout booklet that gives stage-by-stage construction diagrams with comprehensive tips and modelling notes. These are very clear and also explain how to overcome the few shortfalls in the kits manufacture. There is also a parts guide and short history of the type. The second sheet covers the two painting options supplied in the kit, with FS

numbers for the colours, and the third sheet is an advert for a comprehensive book that covers the Fiat CR32, that unfortunately is only available in Italian text. However, I think the instructions supplied with this kit are of sufficient quality to negate the need for additional outlay to obtain any further reference material.

Construction

Following the instructions supplied should leave no real surprises to even the least experienced modellers. The resin cockpit walls need to be thinned considerably from the outside to remove the excess resin that is a product of the moulding process. This is explained in the instructions but I found that rather a lot of thinking was required to get the cockpit tub to fit into the fuselage. I had to thin the fuselage walls as well to achieve this. I had the same problem with the instrument panel and found it too wide to fit. The fuselage halves I believe are again to blame here as they are rather thick. Thin the fuselage rather than trim the excellent instrument panel, especially as all the 'dial detail' is supplied on a styrene sheet to be cut out and fixed to the rear of the brass instrument panel. This took some time but a fit was eventually achieved. The excellent and well detailed interior was finished in Humbrol 127 with the bottles and other details picked out in a variety of colours. Once the problem of getting the fuselage halves together has been achieved, the rest of the model is simplicity personified. Some filler was required around the butt joints of the lower wings and tailplane and also to blend in the resin nose that features those very finely moulded cooling fins. Take great care when cleaning up the filler so as not to damage these details in any way. Etched brass upper wing aileron tabs and trim tabs are supplied and I finished these off by adding control wires from cotton thread dipped in superglue.

Accuracy

The overall outline of the CR.32 is well captured and certainly has the stance of the real machine. My finished model measured out at 156 mm in length (7.48m) and 197 mm

(9.456m) in span. The instructions give the sizes in old money at 31ft. 2 in. (9.5m) in span and 24ft 5.5 ins (7.45m) in length which means that the model is pretty close to these figures.

Colour Options

There are two options supplied in the kit. The first is that of a machine of the 4th Stormo flown by Col Grandinetti and features the pre-war green, sand and brown disruptive camouflage, similar to the French pattern of the same period, plus light grey undersides. The fascist Italian markings are supplied in the decals along with the tricolour for the tail. The other option is featured here: a Spanish nationalist machine flown by the ace Joaquin Garcia Morato. This machine was finished in the 'Italian Sand' mix that Humbrol suggest in their 'Colour System', on all upper surfaces and this is mottled over with Olive Green for which I used Humbrol 78 and Red Brown. (Humbrol 70) The undersides are finished with Humbrol 64 light grey. The white rudder and wing tips also have to be painted but the rest of the markings are supplied on the decal sheet.

Decals

The subjects are well printed and have a gloss finish and very little carrier film. They adhered

well to a gloss varnished surface but a little Decalfix was required to those strips that reach the edges of wings and the tail, to get them to bed down after trimming to size. After matt varnish was applied they blended in to the painted surface with no hint of silvering. The nationalist bars and crosses are all separate and took a while to apply but the decals remained 'moveable' for sufficient time to allow the correct distances between each subject to be obtained, which proved very helpful.

Decal rating 8/10

Conclusion and Recommendation

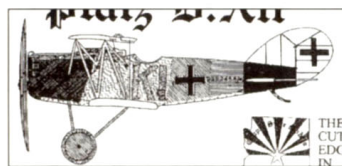
A Fiat CR.32 at last and a good one. The use of resin to reproduce those cooling fins and the very well detailed cockpit is inspired and the end result is super model of an aircraft that was almost the pinnacle of biplane design. The only problem is getting the cockpit tub to fit into the fuselage but the instructions do warn of this and offer advice here, and at other stages of construction. With this in mind and the simplicity of the rest of the model I have no qualms about recommending this one to all but the beginner.

My thanks to Classic Airframes for the review samples.

Dan Claxton



Pfalz D.XII



Technical Data	
Manufacturer:	Copper State Models
Scale:	1/48th Status: New Tooling ✓
Panel Lines:	Engraved ✓ Fabric Effect: ✓
Price:	STBA Type: Resin, Etched Brass and White Metal Decal Options: 1
Parts:	Resin 7, Etched 90, Metal 24
Manufacturer:	Copper State Models

The Kit

The Pfalz D.XII arrives in a one-piece card box with a monochrome illustration on the lid. The main resin assemblies, seven pieces, come in a bubble-pack bag. Further display packs contain the white metal parts, photo-etched interior detail parts, photo-etched gauges and dials.

The resin parts are, for me a disappointment. The fuselage mating on my sample was poor. The rear fuselage should taper to approximately rudder thickness which it doesn't and requires a fair amount of work with a file to get it to look right. The under fuselage/lower wing curvature has been lost completely in this representation. Fin, rudder and tailplane on the other hand are very finely cast. (though very susceptible to warpage under heat). The main upper and lower wings are cast grossly over thickness, with wing tips being excessively thick. The upper wing surfaces are poorly done. Both wings lacking any representation of the scalloped edging of the original. On the other hand the remaining photo-etched detail sets are second to none.

The kit provides one scheme for the Pfalz D.XII with decals by Microscale.

Instructions

The instructions arrive in the form of eight one-sided pages containing a brief description of the type, a parts list, a drawing of cockpit interior, a schematic of the photo-etched parts giving identifying numbers and locations, two GAs indicating the positioning of parts and finally a colour scheme with references to Methuen Handbook of Colour. The construction diagrams are not that easy to follow but can be deciphered with a bit of careful examination. Identifying each part is essential before the build. Rigging arrangement can be identified from the included sheets. There are no build nor decal application instructions included.

Suggested reference material is given as Windsock Datafile 41. This reference is not optional, it is essential to enable the modeller to build this kit.

Construction

As already stated the main resin pieces are a disappointment when one actually starts the build. The upper and lower wings are

grossly over thickness which required an inordinate amount of time to bring down to anywhere near scale. I spent almost five hours on these parts and even then they left a lot to be desired. The strut positions are not indicated and as the wings are greater in span than the GA plans the modeller has no option but to resort to the plans and adjust strut positions accordingly. The fuselage is very basic. The rudder post area is totally incorrect and requires a considerable amount of filing to achieve the correct section. The distinctive under fuselage/lower wing section is completely missed and here again out came the big files.

The photo-etched parts for the interior were made up. These are really nice but here again to fit these parts the resin interior had to be gouged out to accept them. I marked out the positions of each of the bulkheads and ground out each, with a mini drill, until the photo-etched assembly fitted. I then cleaned up the area between the bulkheads to provide a smooth flat inside wall. This is another time consuming chore of trial and error until a satisfactory fit can be realised. The remaining photo-etched interior items were fitted with frequent reference to Windsock 41 for their individual locations. Once the interior was painted the two fuselage halves were joined. Filler was required to fill the upper and lower seams. The slot to take the tailplane was cut into the fuselage and the tailplane fitted after some thinning to the elevator tips. There isn't a tail skid supplied in the kit! I made one from a length of cocktail stick carved to shape. The lower wings had their mating surfaces drilled and pinned to provide some strength when joined to the fuselage. The fuselage was drilled to accept the pins. The wings were then attached. Here again out came the files, sandpaper and then the filler to smooth in the wing to fuselage joint. The remaining photo-etched parts were fitted leaving off the wing root plates (part 42) until the wings had been decal covered.

The metal parts were cleaned up taking about another two hours to complete. The engine went together well and does look a nice replica after painting. Both the engine and the prop have spigot as shafts. I opted to remove the engine spigot, drilling out and fitting a section of hollow brass tube to accept the spigots on the spinner. The struts were cleaned up and painted a light grey. The undercarriage was assembled and attached to the fuselage. (A 4mm section had been cut out of the spreader bar to match the GA plans. This was pinned and rejoined.) The fuselage and tailplane were sprayed with the relevant camouflage colours then left to dry. The wing and tailplane decals were applied. The control surfaces were covered separately. The rib tapes followed (see below). The model was given a coat of gloss varnish prior to the application of the squadron and national markings. Once complete a coat of matt was used to tone the finish down.

Final assembly commenced only to find that when the upper wing was

presented to fuselage/lower wing assembly the gap between the wings was 5 mm greater than the GA plans. This means that the struts are unusable and will need to be replaced with the modeller's preferred media. In my case I had an insufficient supply of Strutz to rectify this error and with a review deadline to meet I was forced to complete the model with the incorrect length struts as supplied.

Accuracy

Copper State Models supply of 1/48th scale plans which favourably match those in Windsock Datafile 41. The kit however fails to meet these plans with neither the fuselage nor wings corresponding to them! The upper wing is approximately 6 mm too long in span. In the review sample the port lower wing was 3 mm larger than the starboard lower wing. When the time came to mate the upper and lower wings the interplane struts pushed the upper wing 5 mm higher than the GA plans depicted. The radiator as supplied in white metal is 3 mm wider than the GA which pushes the forward fuselage outwards in width. The undercarriage spreader bar between the wheels was 4 mm too wide.

I do not get the impression that this kit was mastered from the supplied GA plans!

Colour Options

One scheme is given that for a D.XII as flown by Lieutenant Max Kammerer of Jdstaffel 35.

Decals

These are printed by Microscale and consist of three sheets, two sheets representing lozenge as applicable to upper and lower surfaces. The third contains the national markings and serials. Oddly the pilot's personal marking is only supplied for one side of the fuselage, whereas my references suggest this was applied to both sides. In the review sample the lower surface lozenge lacked complete printing of the lighter green which had to be touched up by hand. There are no rib tapes supplied. On studying photographs these may well have been strips of the upper and lower surface material. However I chose to

spray a sheet of clear decal in a blue/grey and a pink which was then cut into strips and applied. The large national markings are of incorrect dimensions when compared to various references of the type at this stage of the conflict. (See pages 7, 12 and 33 of Windsock Datafile 41). Fortunately these are relatively easy to correct either from decal or by diligent masking and spraying. (The kit was completed with the supplied decals). The large diagonal stripes on the upper and lower wing surfaces are not supplied in decal form and will have to be painted or strips of black and white decal found.

I was quite surprised and disappointed at the quality and accuracy of these decals coming from the Microscale stable!

Decal Rating = 6/10

Recommendation

This kit can be recommended only to modellers with a considerable amount of experience and skill, with the will to devote the major amount of time that is required to correct the inaccuracies that the kit brings. The work involved with the resin parts was for me an irritation. So much so that had I purchased this kit, rather than being asked to review it, I would have confined the upper and lower wings to the spares box and fabricated my own using the wing-forming method of construction as per Harry Woodman. Likewise with the fuselage because the tail section and lower wing to fuselage section required a large amount of filing before it started to look anything like it should. Not to mention the interior takes a lot of gouging out to take the super photo-etched parts. (A vacform of the fuselage may have been more appropriate in the kit). The work and skill required dealing with the photo-etched and metal parts pales into insignificance when viewed against the toil with the resin parts. (From viewing this model one might be led to believe that three modellers were involved in the masters).

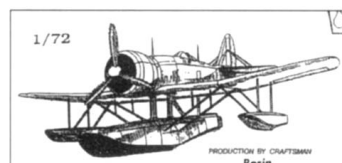
It's a shame that this model reviews as poorly as, the type is certainly worthy of depiction in model form.

My thanks to Copper State Models for the review sample.

Bob Gold



Loire 210 Floatplane



Technical Data	
Manufacturer: Pend Oreille Model Kits	
Scale: 1/72nd	Status: New Tooling
Panel Lines: Engraved ✓	
Fabric Effect: Raised ✓	Price: \$27.00
Type: Resin, White Metal & Vac-formed	
Clear Parts: Resin 21, Metal 4, Clear 2	
Decal Options: 1	
Manufacturer: Pend Oreille Model Kits, P.O. Box 9967, Spokane, WA 99209-0967, USA	

Kit

An attractive subject in magnolia resin. Very nice detail, delicately engraved and with all the casting blocks already removed. White metal parts are limited to two antennae and the control column, while three lengths of plastic, oval section strut are included to act as float supports. A small decal sheet is supplied which looks uninspiring and all of this is enclosed in a small but adequate cardboard box which contains polythene bubble wrap that protects everything including the two vac-form windcreens (one spare, thank you very much, Pend Oreille).

Instructions

The instructions are three A4 photocopied sheets that give a short history of the type, dimensions, parts list, five stages of construction, a small black and white photo of an actual aircraft and finally a three-view painting guide. The sheets are stapled together at the corner. Personally, I would have preferred the information to be on one large sheet that you could fold. Having the information on all these sheets meant I was continually searching for each specific item, which was annoying. There are only two colours referred to throughout the entire instruction sheet and these are "sea blue" and "matt aircraft blue". I'm no expert on French aviation so I had to make an informed guess as to what they may be.

The Kit

Only twenty-seven parts here to play with but this doesn't include the numerous struts that you have to make up from the three lengths of oval section rod. The two internal cockpit side walls are superb as is the seat. A little massaging is required to get them all fitting snugly between the fuselage halves but there's nothing complicated required. The beautiful cranked wing is a single piece casting and no filler was required at its joint to the fuselage. In fact I didn't need any filler at all on any part of the kit, a first for me! The large central float is a weighty item but is an excellent casting, the only concern is that the integrally moulded struts don't appear to be perpendicular to the float, something I only noticed once the float was attached. This would be simple to remedy by immersing the item into hot water and then gently bending the struts to the correct angle. Believe it or not the only problem I had with this kit was joining the two halves of each wing mounted stabilising float. The items are smallish and tricky to handle and align, coupled to this the essential use of super glue and you have the makings of a frustrating couple of hours.

Struts! They look daunting but once you get stuck in they (almost) fall into place by themselves. OK, it's slow work, but you don't get any prizes for finishing first, do you? The radial engine is great as is the cowl. However, the black and white photograph included on the instruction sheets show blisters on the cowl for clearance around the cylinders, unfortunately the cowl in the kit doesn't have this detail, so it's either a mistake, or the photograph is of a prototype, the production aircraft possibly having a smooth cowl. If anyone knows, I'd be pleased to hear. Finally add the two white metal antennae and one of the two vac-form windshields and you're there. Now I'm not very good with the technical terms for the various parts of an aircraft but I had to laugh at the phrase Pend Orielle use for parts 18. They call them "garden benches", they look like aileron control balance horns or airbrakes to me, but I'm nothing if not open minded so I will just imagine the ground crew sitting on these "benches" whilst the pilot taxied across the Channel!

Accuracy

Length is 9.52m which scales down to 1132 mm and span is 11.790m which scales down to 164 mm. The kit when completed was dimensionally perfect, which didn't really surprise me, such is the confidence this model gives.

Colour Options

As previously mentioned only two colours are given: "sea blue" for which I used Humbrol 144 Intermediate Blue and "matt aircraft blue" for which I used Humbrol 122 light blue. These two colours make up the only colour option given in the kit. According to the instructions there were only 20 of this aircraft ever built so I don't think there are many different colour schemes that you could accurately apply. The model once finished in these colours looks stunning. I don't know how realistic the two colours I chose are, but what the heck, I don't like the precious approach to modelling, especially when it comes to colours, so I am more than happy with the outcome. Colours fade, become dirty, suffer from sunbleaching etc. and this has to be taken into mind. Obviously if something is painted red when it should be green, well that isn't acceptable, but if an upper surface is described as Sea Blue and you paint it a darkish blue, what's the problem?

Decals

Two very small sheets carry the decals which are restricted to roundels with separate centres and black anchors to lay on top. They are glossy with the smallest amount of carrier film and are easy to apply. I used Micro Sol and Set and had no problems at all and what's more the white on the roundels stayed white once laid over the dark blue paint scheme.

Decal Rating = 9/10

Conclusion and Recommendation

Magic stuff! Not without the odd problem, but an extremely enjoyable kit to build with a cracking end product. The proportions of this aircraft are truly wonderful with the float arrangements apparently held together by a mass of scaffolding! However, once complete, the aircraft looks most elegant and is crying out for a beaching trolley. I suppose I'll have to pull my finger out and do a bit of scratch building à la Peter Fearis and his Mitsubishi F1M2 Pete. Do yourself a favour, get one of these kits and put a smile on your face. Very highly recommended.

My thanks to Pend Orielle Model Kits for the review sample.

Lee Thomson



Lockheed F-117A Nighthawk



The Kit

This is an all-new tooling of the Nighthawk and is, as you would expect, injected in black plastic. Detail is very good with a complete bomb bay and weapon load, crew access ladder, poseable canopy and a pilot figure. The kit also

Technical Data	
Manufacturer: Tamiya	Scale: 1/48th
Price: £29.95	Panel Lines: Engraved ✓
Type: Injection Moulded Plastic	
Parts: Plastic 109 Clear; 7	
Decal Options: 2	
Distributor: RIKO International, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD	
Tel: 01442 261721 Fax: 01442 240647	

includes a great innovation from Tamiya in the form of marked masking tape for use on the canopy.

Instructions

These are the usual Tamiya type, with a 16 stage assembly sequence, all of which is

clearly illustrated. Detail painting is called out during assembly and reference is made to Tamiya colours only. These colours are identified by name, although 'black' should not be too difficult to find in your preferred paint range!

Construction

This is really easy, as Tamiya have moulded the upper and lower panels as separate parts. This means that there are no unsightly join lines around the extreme edges, as the lip of the upper panel means the lower panel fits into the recess this produces.

Assembly really starts with the cockpit, which is supplied as a well detailed tub. Into this goes the ACES ejection seat, which is made up of seven separate parts

and is a real gem. If you do not add the pilot figure, you will have to make up (or purchase) the seat harness. Careful painting of the side consoles pays dividends and although I would usually paint the instrument panel I thought I would give the decal a try and was amazed to find this simple to fit with the aid of some Aero Sol solution.

All of the 'clear' parts in this kit are in fact made of plastic with a smoked effect. Do not forget to fit the tip lights before securing the fuselage halves together and ensure that the tail unit supports (B3 & 4) are dry before you attempt to add the tail units. The complete bomb bay unit is nicely detailed and the trapeze units for the supplied LGB's are well detailed. If you choose not to pose the weapons in the

down position, you will have to omit them and the bombs, as there is no real way of modifying them to stow back into the bomb bay. The main wheels are not 'weighted', but the detail on the oleos and in the undercarriage bays is excellent. A neat touch with the kit is the inclusion of a cylindrical weight, which is trapped between two holder units that fit on the lower fuselage half, between the nose wheel well and the bomb bay. One of the most difficult things with any model of the F-117A is the antenna on the nose. These tend to get knocked off during assembly, but Tamiya have overcome this with the moulding of a sprue 'fender' around these. This can remain in position until the last stages and then just be clipped off and the paintwork touched up.

As already stated the kit includes masking tape (on a backing sheet) which is marked out with the profiles of all the glazed areas in the kit. These, once cut out, make masking the model simple beyond belief. The final items in the kit include an excellent crew access ladder and the HUD unit which is, unfortunately, not that effective.

Accuracy

There have been a lot of problems with the sweep of the F-117A's wings in most kits and ever since the release of information on the type, the model manufacturers have done this area of their kits differently! The correct sweep has been clarified now and I am pleased to say that this kit from Tamiya is bang on. The overall length and wing span are also accurate to the information published in recent profiles on the type.



Colour Options

As Henry Ford said, 'you can have any colour as long as it is black!'. There are two options offered in the kit and they are as follows;

- 1. 813, 'Ghost Riders' of the 37th TFW, 416th TFS
- 2. 828, 'Bandits' of the 37th TFW, 417th TFS.

Both of these options are matt black overall, although 828 carries the 'Toxic Avenger' markings on the bomb bay door.

I cheated with my example, using good old Halfords acrylic car paint (gloss black) overall and their white primer for the bomb bay and undercarriage. The bombs were painted Olive Drab (Xtracolor), while all of the detail colours came from the Revell range.

Decals

These are well printed and consist of the national low-vis markings and serial numbers, plus the decal for the instrument panel and all the stencilling.

Application was easy over the gloss paint scheme and I used Johnson's Klear to help each settle and occasionally used a bit of Micro Sol solution to draw down any images over complex shapes etc.

Conclusion & Recommendation

I have already heard all the complaints about the price of this kit, so will try to keep away from covering that ground again, suffice to say that if you are willing to part with nearly £30.00 for this kit you will already have accepted that fact!

The F-117A certainly stimulated the kit manufacturers when first announced to the public, but that was a good few years

ago now and there are already cheaper examples in this scale on the market. The winning points of this kit though are the excellent engineering of the parts and the level of detail. The inclusion of the bomb bay with the LGB's is another high point and although the subject has little appeal to me, I enjoyed making this kit immensely. The end product is big and impressive and the ease of assembly and excellent detail make this a kit I can recommend to all modellers. The kit would make an ideal first project for the new modeller, although the price will probably put it outside their range.

Our thanks to RIKO International for the review sample.

Richard A. Franks

Sukhoi Su-25 Frogfoot



Technical Data

Manufacturer: ABC	Scale: 1/144th
Status: Re-issue ✓ (Ex-Mikro)	
Panel Lines: Engraved ✓ (Heavy!)	
Fabric Effect: x	Price: £1.95
Type: Injection Moulded Plastic	
Parts: Plastic 9, Clear 1 (solid!)	
Decal Options: 1	
Source: POL Models (see Ad Index)	

The Kit

Moulded in off-white plastic, the kit does not come with any undercarriage or even a stand. The cockpit transparency is solid and there is no interior. I also seemed to have solved the mystery of the whereabouts of the ex-Matchbox kit engraver as the trenches on this kit are enormous! There are no inlets or exhausts on this kit, just blank areas. There are two shapeless blobs to put on the under wing hardpoints, not sure if they are tanks or bombs, not much ordinance for a ground attack specialist. All in all not very promising.

Instructions

Printed on one small sheet is an exploded diagram that bears a slight resemblance to the contents.

Construction

Surprisingly all parts fitted well. A small dab of filler on the tail fin to fuselage joint was all that was needed and a general sanding down of all joints.

Accuracy

To be truthful it doesn't look much like a Frogfoot, the tail is shaped wrongly, the nose

is wrong and the wings don't match the plan view I have. The lack of air intakes and exhausts just detract even more from the overall impression.

Colour Options

There are no instructions for painting and the four-view on the back of the box has obviously been done on a computer and then reduced to fit the box as the pixels show up all around the image, this makes the camouflage pattern useless as well. I could not find a decent set of photographs of the overall scheme so I used the instructions from another Su-25 kit and some photographs and made the rest up.

Decals

The box art shows a Czech machine, and the rear diagram shows a Russian machine, the decals are for a Russian aircraft and consist of six red stars, two numbers and a sharkmouth. All decals were matt and very thick and the stars broke up on contact with the water.

Decal Rating = 3/10

Conclusion & Recommendations

I don't like tearing kits to pieces but this one you should avoid at all costs, very inaccurate, no detail and a waste of effort. Let's hope someone else does a Frogfoot in this scale soon. The review sample was supplied by POL Models.

Paul Gold



Grumman F8F-1B Bearcat 'French'



Technical Data	
Manufacturer: Hobbycraft	
Scale: 1/48th	Status: New Tooling ✓
Panel Lines: Engraved ✓	
Fabric Effect: Raised ✓	Price: £11.99
Type: Injection Moulded Plastic	
Parts: Plastic 70, Clear 9	Decal Options: 4
Options: Bombs or Drop Tanks	
Features: 'Weighted Main Wheels, Canopy Framing supplied as Decal	
UK Importer: Pocketbond Ltd (see Ad Index)	

The Kit

On opening the box to this kit, you could be mistaken for thinking that Hasajimitamigon had been involved in the moulding, but no! These are all Hobbycraft's own work and the six very crisply moulded sprues in pale grey all have fine engraved lines with basic, but reasonably accurate, detailing in the wheel wells.

The clear sprue contains the canopy (of which, more later) and a surprising amount of transparencies for lights in the wings, but is left to swan around in the box unbagged along with all the other parts. A minus point I think (or it would be if the original canopy was any good in the first place!).

Instructions

The instructions are printed on six sides of A4 paper with occasional small dark shaded boxes giving little snippets of info about the Bearcat in French service. Very few colouring details other than the main colour schemes are included.

A twelve stage step-by-step assembly sequence is given but could have shown a bit more detail, especially on the undercarriage fitment and location. The colouring instructions detailing internals etc. are carried onto the first page of the two markings pages in three of those little boxes. I would have preferred some sort of note with each step detailing what to colour and which to use. Then again the style of instruction that Hobbycraft have chosen is far better than their earlier attempts which didn't even include these little handy hints.

Construction

Construction begins as usual with the cockpit which includes a pair of rudder pedals, a seat pan and the fixed seat back which attaches directly to the armoured bulkhead behind the pilot. The wing preparations follow, with all the location holes for the cannon-breach blisters and underwing/centreline stores needing to be drilled out.

Locating the wheel-well box over the oil-cooler fairing between the wheel wells presented no problems, as did assembling the wings and adding the upper wing cannon blisters with the various

transparencies, (which I left until final painting had been completed). The engine is next and here I had to add a piece of plasticard to part A22 as the propeller pin (C7) slid right back out of sight into part A23. Assembly of the main fuselage continues with cockpit, instrument panel (finally moulded raised instruments but no decal), rear cockpit fairing, tailwheel and arrestor hook. Fit of parts so far was fine with no adjustments required. The wings are added to the fuselage next with, again no filling required.

The roll bar is also fitted behind the pilot's seat along with the rudder which is provided separately, allowing for an alternate part to model the taller finned -2 in the other releases.

The armament provided consists of two napalm tanks or alternatively two bombs for under the two main wing hardpoints, but no rockets for the remaining four smaller points. I raided the spares box to get some 5 inch HVARs which livened things up a bit! Also provided is the centre line drop tank which most photos of Bearcats seem to show fitted. The location pins for this last item were virtually non-existent and I would suggest that the holes for this item not be drilled as the resulting butt joint would be a bit stronger.

The next bit is fitting the undercarriage components. Here the instructions fall down a little as there is no positive location for the retraction jack onto the undercarriage legs. The main gear doors are also skipped over a little rapidly but actually fit into a slot in the main gear legs. There is no detail on the inside of these. The wheels have weighted tyres and at first, appeared to be little small to me but when the model was completed they looked about right. Must be an optical illusion.

The canopy comes in two parts and the main 'bubble' part is dreadful with a massive thickness of plastic over where the pilot's head would be. This is so thick that it acts like a crude magnifying glass making all detail below blurred. Also the canopy is too shallow by about 2mm. I therefore used a Squadron canopy to replace the kit part. The final parts of the kit are the two exhaust cover fairings which have very small 'exhausts' behind them which I removed and replaced with some thin plastic tube, three to each side.

The kit had been painted after the wings were fitted and now looked quite smart in its very shiny blue suit. Incidentally, no filler was required anywhere and only a little rubbing down on the fuselage seam joint and wing leading edges. The napalm tanks looked a bit big on the finished kit and should have been thinner to be 100% accurate, but time was not on my side and I couldn't find anything suitable in the spares box, so I fitted some 250 lb. bombs from an old Monogram B-24, I think.

Accuracy

No dimensions are provided with the kit but it looked every bit a Bearcat to me when it was finished so I don't think it's far out. It

measures up well against the measurements provided in William Green's 'Fighters of WWII' give or take a millimetre or two, so apart from the canopy and the napalm tanks it is a fairly accurate kit.

Colour Options

Modellers who don't like blue aircraft, don't buy this kit! The four markings options offered all portray Sea Blue Gloss finished aircraft of GC 1/22 "Saintonge", all aircraft operating out of and around Dien Bien Phu in French Indochina from January to May, 1954.

Two of these have the option of slightly different white serial numbers to go with the code letters on the engine cowlings for some reason possibly as aircraft were replaced in the squadron due to accidents and the attentions of the Viet Minh. So, technically speaking, you get the option of six, admittedly very similar, Bearcats to choose from.

Several sizes and styles of French roundel are catered for, having 'small' medium blue and also dark blue centre spots as well as the more usual large spots, again in medium as well as dark blue. This medium/dark blue option carries over onto the fin flash stripes, again with a small dark box stating: 'Most Bearcat references show the small dark blue spots as being used' and 'Check references for size and colour of subject', but all my references show the large centre spots in use so I used them in the medium blue as they looked better to me. The roundels are offered in two sizes, with a smaller size for use on the upper wing. These come in three parts each consisting of a yellow outlined white circle with a red ring to be positioned inside at the modellers discretion, along with the potential choice of four centre spots in all their sizes and colours in which ever size roundel the modeller decides to use. Decisions, decisions!

Paint manufacturers are suggested for Sea Blue Gloss only. I used Xtracolor X121 Gloss Sea Blue F.S. 15042 as it looks just the right shade to me. The kit was given an overall finish of Humbrol's satin varnish to tone down the high gloss paint as French Bearcats inevitably operated from muddy

and sometimes makeshift airfields and were anything but pristine in combat conditions.

Decals

These are very nicely printed with the white being very opaque, not letting the colour 'bleed' through and having very little carrier film overlapping the edges. Micro-sol and Micro-set were used throughout along with Johnsons Klear with no ill effects.

The squadron badge is offered as a single decal or in three separately coloured pieces if problems in register are encountered, though the examples in the review kit were in excellent register.

A very neat touch is the inclusion of decals for the canopy framing in three colours, Sea Blue, Black, and Silver, though only the blue is relevant for the 4 (or 6) versions represented here. These decals even have an interior green backing on the inside so that when in position the green shows through on the inside, lovely!

Decal Rating 9/10

Conclusion and recommendation

What a lovely little kit! I see from the instructions that the parts were made in South Korea, and it shows! The quality is excellent with only the kit's canopy letting it down. It could be a moulding flaw but the canopy is too small in any case, so the Squadron replacement really is a necessity.

All Grumman fans or modellers who just like this pugnacious little fighter are whole-heartedly recommended to buy this kit with no reservations, but don't forget the replacement canopy!

Many thanks to Pocketbond Ltd for the review kit.

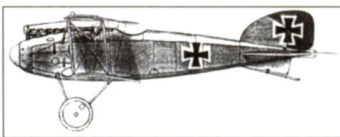
Gary Stevenson

Note:

Modellers with access to the internet are advised to take a look at site www.almansur.com/aviation/bearcat. I used the pictures there extensively as colour references and internal details are also shown very well.



Albatros D.II (Late)



Technical Data

Manufacturer: HR Models
Scale: 1/72nd **Status:** New Tooling
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓ **Price:** £14.85
Type: Resin **Parts:** Resin 25
Decal Options: National insignia only
Distributor: Ivo Paviousky, Podbelehrska 298/63, 150 08 Prague, Czech Republic
UK Source: Four Plus UK
Tel: 01702 559308

The Kit

The Albatros arrives in a card box with a colour side illustration of the type on the top. The resin parts come in a plastic bag in the familiar beige coloured resin. The main assemblies are well done, with rib tape detail on the flying surfaces and recessed detail on the fuselage halves. The smaller parts come attached to the resin web generated in the moulding process. No specific aircraft is depicted with only generic national markings being supplied.

Instructions

No instructions are supplied with the kit. An A4 sheet is supplied with GA drawings to 1/72nd scale plus a suggested colouring scheme.

Construction

The main assemblies were cleaned first. The trailing edges are a bit on the thick side and were reduced by scraping with a sharp blade. If this operation is carried out with fairly light strokes in both directions a toned down representation of rib tape detail will remain.

The rib detail was also reduced to a more scale appearance on all flying surfaces. Finally the scalloped trailing edges of the wings were replicated using a piece of wet and dry wrapped around a suitable of dowel rod.

The engine as supplied is a little weak with a lot of air bubbles that require filling and reshaping. An Aeroclub metal replacement might be in order here. The completed engine was painted and secured to the inside of one of the fuselage halves. The interior of the cockpit was given some detail, (as the kit only arrives with a seat, though a nice little item it is indeed), before gluing the two halves of the fuselage together. Care is needed as there are no location points to align the fuselages. When dry the tailplane and lower wing assemblies were attached. There was a fair amount of filler required down the fuselage seams and the join of the lower wing to fuselage. When sanded the undercarriage was added. Here I added the fuselage brace strip, out of very thin paper, between the upper parts of the front undercarriage legs. The spreader bar between the legs was replaced as the kit part was excessively thick. The remaining details of access panels were added again using thin paper. The wheels were left off until after painted. The upper wing and fin/rudder were likewise left off till spray painting was finished. When brought together the struts were found to be too thick, these I replaced with sections cut from a length of an Aeroclub strut. The cabane struts are about 2mm too long as supplied. Here as the moulding is quite nice I opted to remove around 2mm from the section where the crossbar meets the 'N', removing the top of the 'N' but still retaining the characteristic look of the original when rejoined. The upper and lower port wings suffered from warpage and were subject to the hair dryer on more than one occasion and even then

persisted in returning to their preferred position after a few hours. I rigged the model using fine wire. Hopefully this will hold these wings in my desired position!

Accuracy

Comparison with the drawings by Ian R. Stair, published in Windsock Datafile shows the kit to match the drawings extremely well. For interior detail I used Windsock Datafile number 19, Albatros D.III (OEF).

Colour Options

Only national markings are provided. I therefore chose a scheme from an old Profile Publication (Number 127 'Albatros D.I-D.III'). This was supplemented with the photos on pages 18-19 in the Datafile. These show a captured machine of an unknown unit but with quite an interesting paint scheme. The upper surfaces were painted red-brown and green with the lower surface painted light blue. I used Humbrol paints to mix the desired colours matched to Methuen colours provided in Datafile 11. For red brown I mixed 29 Matt Dark Earth and 62 Matt Leather. For the green I mixed 80 Matt Grass Green and 34 Matt White. Finally for the blue the mix was GLOY Authentic A351 RLM 78 plus 24 Matt Trainer Yellow plus 34 Matt White. (I believe GLOY

paints are no longer available but Humbrol do give a mix in their Colour System for RLM 78 which could be used as a replacement). These mixes were matched to Methuen references in Datafile 11 as follows: red/brown 6E8, Green 29D5, blue 24B4.

Decals

The decals supplied were of national insignia only with the white outline being very thin. The model I chose to depict carried much wider outlined markings and as such I replaced the ones provided with some from the spares box (original source now unidentifiable). It is worthy of note that the fuselage crosses are a smaller size than those applied to the fin rudder. This is not depicted in the decals supplied with the kit. The numerals came from an Almark set for German aircraft of WWII.

Decal Rating = N/A (not used)

Recommendation

This kit can be recommended to modellers who have experience of resin kits. The construction is straightforward and a nice little replica results.

Many thanks to Four Plus UK for the review sample.

Bob Gold



PZL-37B Los



Technical Data

Manufacturer: ABC
Scale: 1/144th (1/138th?)
Status: Re-issue ✓ (Ex-Mikro?)
Panel Lines: Raised ✓ **Fabric Effect:** x
Price: £1.95 **Type:** Injection Moulded Plastic
Parts: Plastic 21, Clear 2 **Decal Options:** 1
Source: POL Models (see Ad index)

The Kit

Moulded in off-white plastic, this kit is a re-issue of the old Mikro offering (also released by STS and ZTS and in a combination of packaging by each). It was never a very good moulding originally and has suffered even more since, flash and mis-shapen parts abound and it never looked an easy build.

There was an earlier version of the subject to 1/135 scale which is not to be confused with this one, although it hails from the same sources.

Instructions

Printed on one tiny sheet is an exploded diagram which is pretty vague about fitment, and some of the parts do not seem to match the pieces on the sprue

Construction

The fuselage comes as a single piece with tailplanes and wing stubs including engine nacelles, the top and bottom moulds were obviously not lined up properly when the review sample was created as there was a 1mm difference between the top and bottom of the fuselage with a nice ridge all the way round. One side was filed level and the other built up with filler and a final coat of tippex sanded smooth. There is no interior detail or sunken cockpit, the clear parts are almost clear but very thick, and nothing fits without filing and sanding. It took around 10 hours of filing and shaping the parts just to be in a position to start assembly

Accuracy

Once completed it does look like a PZL-37B. The undercarriage is a little too tall and the rear gunner canopy is not large enough. It scales out to roughly 1/141st scale, which is close enough.

Colour Options

There are no colour references with the kit, a four-view on the back of the box shows the usual khaki/green over grey scheme and as I could not find any decent references I mixed Humbrol paints to match the box and a colour profile I found.

Decals

Only one option, a Polish Air Force example,

864-N. The white of the decals was out of register, which ruined the national markings and I had to paint in the edges. All decals settled quite well on a gloss surface and did seem thin.

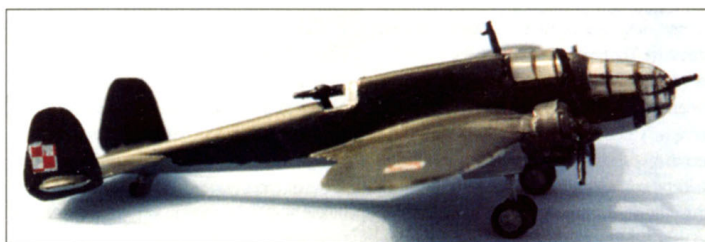
Decal Rating = 5/10

Conclusion & Recommendations

If you must have a Los for your 1/144th collection I would recommend trying to find one of the earlier issue first as there is less flash. The kit is buildable with a lot of work so I would not recommend it to beginners, on the other hand the kit is cheap.

My thanks to POL Models for the review sample.

Paul Gold



Spad 51.C1



Technical Data

Manufacturer: TOP GUN **Scale:** 1/72nd
Price: £TBA **Parts:** Resin 36, Clear 1
Type: Resin and Vac-formed Clear
Decal Options: N/A
Manufacturer: TOP GUN, Salon Modelarski,
 81-385, Gdynia, Krasickiego 12/7, Poland
 Fax: 48 58 208876

The Kit

All the parts are in the now familiar beige resin. They have finely engraved surface detail but there is rather a lot of flash that will need cleaning up. The cockpit is well supplied with a floor containing the rudderbars, a seat, the control column and instrument panel. The engine is not well moulded but as most of it is enclosed this is not a problem.

The Instruction

An A4 sheet with exploded construction diagram and Polish instructions on one side and

three-dimensional colouring diagrams on the reverse showing two Polish Air Force machines.

Construction

The cockpit and interior is dealt with first, and this I finished in varying shades of grey. The interior fits well into the fuselage and no trimming was necessary to obtain a good fit. Some filler was needed around the tailplane and lower wing joins where they butt up to the fuselage. The engine was painted next and attached to the front of the fuselage ready to be enclosed behind the nose cowl. This part is a terrible fit and extra strips of resin were glued between the engines cylinders and filed to shape to fill the gaps. The undercarriage legs need to be drilled to accept the axle as do the wheels. At this point I undercoated the entire model and sprayed the nose area with Nissan silver. The main body colour is described as Khaki and Top Gun suggest a mix of six parts Humbrol 26 (Khaki) to one part Humbrol 33 (Black). The resultant mix is a colour I've been trying to get right for years. Thanks Top Gun. This was applied overall and when dry the rigging could begin. The inner struts on my example I found to be totally unusable so new ones were made from plastic strip. The upper wing went on with little fuss and I drilled out the drive shaft for the propeller and replaced this with a short length of wire to make the fixing stronger.

Accuracy

The model measures out at 128.5mm in span and 92 mm in length, giving a representation of a full size machine with a span 9.5m and a length of 6.62m. I could find no reference material in my library on this machine so cannot comment further on this point.

Colour Options

Two similarly finished Polish Air Force machines are given both are Khaki overall with a polished aluminium engine cowling, but no indication of dates or origin for these schemes is given.

Decals

No decals are supplied with the kit so the spares

box needs to be raided.

Conclusion and Recommendation

The finished model is very acceptable and should not present too many problems to even the less experienced modeller. Top Gun now regularly turn out reasonable kits of obscure aircraft which have been largely overlooked and that can be made into respectable little models once the few flaws, that they all seem to contain, have been overcome. This is true of this latest offering and like the rest, I can recommend it.

My thanks to Top Gun for the review samples.

Dan Claxton



'Strip-Down' Piper L-4 Cub



Technical Data

Manufacturer: Eduard **Scale:** 1/72nd
Status: KP kit with New Etched Structure
Panel Lines: Raised ✓
Fabric Effect: Raised ✓ **Price:** £10.75
Type: Injection Moulded Plastic & Etched Brass **Parts:** Plastic 25, Etched 85
Decal Options: N/A
Manufacturer: Eduard M.A., 435 21
 Obrnice 170, Czech Republic.
UK sources: Four Plus UK & Hannants

Kit

Convinced that I had been sent a vacform model to review I eagerly ripped open the padded envelope marked 'Do not bend'. As the contents revealed themselves I discovered an almost completely etched brass kit of a tiny Piper L-4 Cub. Now I am certainly not what one would term a super detailer and I would only purchase a kit containing etched brass parts if there were no alternative. The prospect of assembling a complete model in strip-down form in my least favourite material was not one that I savoured, and wasn't the reason that I became a scale aircraft modeller rather than a flying model builder due to my dislike of all those stringers, struts and ribs etc, which never seemed to turn out right anyway. However, I steel myself for the

challenge and prepared to face the daunting task.

In the slim box I found an instruction sheet, three frets of etched-brass parts each in a separate plastic bag and a film instrument panel. All of these were stapled to a cardboard tray. Also included were two sprues containing injection plastic parts to make a complete aircraft, but only a few of these are used in the 'strip-down' version.

Instructions

The multi-lingual instruction sheet is similar in design to Hasegawa style. Detailed drawings show all assembly stages and identify all of the parts by number. There is also a very brief history of the aircraft and some dimensions and specifications. Photographs of the completed model on the kit box are a useful additional aid to building the model.

Construction

It is essential to understand and follow the order of construction shown on the instruction sheet. Ignore this at your peril as I discovered to my cost when, despite over forty years of model making, I managed to get the front and rear wing spars reversed! The essential use of superglue and the fragility of the etched-brass parts ensured that the mistake was permanent and couldn't be corrected. Please don't write in to point this out, or indeed any other errors that you may spot on the review model, I accept full responsibility for them all.

Unfortunately the complexity and number of parts means that the model has to be handled a great deal more than is desirable and some of the more vulnerable bits will get distorted. I managed to correct most, but not all of these on the review model. All of the parts were assembled with superglue and I found that working on a white

board was easier on the eyes when locating parts.

Accuracy

With so much research and technology obviously having gone into the design of this kit I couldn't believe it would be anything but accurate in dimension, but I did check it out against the figures given on the instruction sheet and of course it was spot on.

Colour Options

The instructions indicate an overall colour of Olive Drab with some small details picked out in other colours. The review model was sprayed overall with Humbrol paint from an aerosol can.

Decals

Since of course there is nowhere to place them, no decals are included with the kit.

Conclusion and Recommendations

The skills and draughtsmanship of the Edward team in designing and producing this kit are immediately obvious when opening the box. Despite the complexity of the kit all of the pieces fitted together perfectly, any inaccuracies in the completed model were due to my inexperience with this type of kit.

Unique and interesting though the kit is, a skeletal model of an aircraft must have limited appeal to the average modeller, but a part-stripped aircraft being repaired or rebuilt would make a good diorama subject. Certainly not for the faint hearted, this kit will prove a challenge even to those with a plethora of experience of etched brass modelling, so if you are into

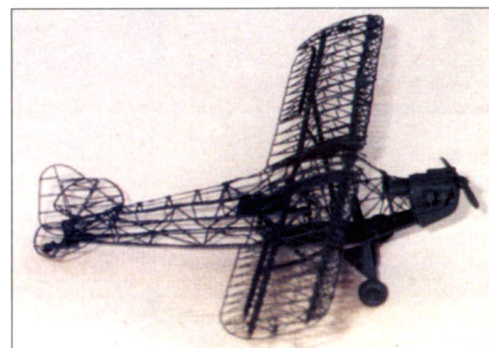
micro-surgery and want to test your sanity and patience to the limit, get this kit. The reward will be a remarkably accurate and detailed model which will always attract interest and provide a conversation topic even for the uninitiated. Should Eduard produce any other aircraft kits in this style, I hope the editor will allow another reviewer the opportunity to exercise their patience and skills on this unusual form of model construction (OK, I get the hint Tony, so you don't want the stripped Storch in 1/288th scale then? - Ed).

My thanks to Eduard MA for the review sample.

Tony Clayton

Tony's Tip: Locktite Superglue with Brush, must be the greatest invention for modellers since liquid poly. Run out and get some now and you will wonder how you managed without it. I certainly couldn't have completed the Piper Cub without it.

The bristles on the brush did start to splay out after some use but I cured this by slipping a length of plastic tube over the end leaving only about 6mm protruding.



Ilyushin Il-2M 'Flying Tank'



Technical Data	
Manufacturer: Toko	Scale: 1/72nd
Status: New Tooling	Price: £5.99
Type: Injection Moulded Plastic	
Panel Lines: Engraved	Decal Options: 3
Parts: Plastic 72, Clear 3	
Manufacturer: Toko, Experimental Industrial Technologies Plant JNT STK, 46, Mashinobudivna, 252180, Kiev, Ukraine.	
UK Importer: Pocketbond Ltd (see advertiser's index)	

The Kit

Cleanly moulded in light grey plastic with a wealth of engraved panel lines (see below) and fine detail. Short and long canopy transparencies are provided, with frame areas 'frosted' to facilitate painting and the W-1 sight aiming lines moulded onto the windscreen.

Instructions

Eight A5 pages, giving a brief history and specifications in Russian, English (love the use of the word 'cisterns' for fuel tanks) and German, a parts identifier/sprue map, large exploded-view assembly drawing, and three-page painting/decal guide with Humbrol colour references. The rear face of the box also has colour artwork illustrating one of the decal options, again with Humbrol references and printed 'paint chips'.

Construction

Assembly begins with the cockpit tub, made up of the floor incorporating fuel tank and throttle console, to which are added pilot's seat, instrument panel (no decal is provided), control column and semi-circular armour at the rear of the gunner's station. I added the armour plate fore and aft of the fuel tank from plasticard, and also dressed up the bare cockpit sides a little, based on Steve Benstead's Il-2 Stormovik 'Aircraft Sketchpad' (See Vol 4 Iss 1 Page 56/7). Aftermarket etched-brass cockpit detailing sets are now available, but it's questionable whether the effort is worthwhile, because

little is visible once the heavily armoured canopy is in place. I painted the cockpit interior a green-grey, with the fuel tank blue-grey.

Before the fuselage halves can be joined the separate exhaust panels must be inserted from inside, along with the upper cowl intake duct. On my sample the rudder hinge line was ill-defined, and the trim tab and its prominent actuating arm were absent entirely. I rescribed the rudder and tab and added the actuator from stretched sprue, and removed the over-thick and vulnerable mass balance from the tip of the rudder, to be replaced later with a wire-and-epoxy-blob substitute. A small amount of filler was needed on the underside fuselage join.

And so to the wings. Ah yes, the wings. For a start, the curious moulded-in mass-balances which project forward of the leading-edges are not appropriate to this variant and should be removed. The smaller mass balances (parts 35-B) may also not be correct for this version. More seriously, the kit represents depicts an Il-2M with wooden rear fuselage and 'straight' metal wings, these engraved with a wealth of authentic looking panel lines and rivet detail. Trouble is (and having no special knowledge of the type I only discovered this when the model was finished and a knowledgeable friend pointed it out to me), the wings should also be wooden, so all that detail is redundant. Forewarned, it would be easy enough to fill, sand and rescribe to represent the smoother wooden surfaces. The instructions advise that the main undercarriage legs (parts 19-B) and braces (parts 18-B) should be inserted into the wheel wells from above before the wing halves are joined - a guaranteed way of ensuring that they get broken later. Trial fitting showed that it is possible to install the undercarriage after assembly and painting, but do be sure the retaining pins on the legs go right down to the bottoms of their locating slots. Another undercarriage problem is that the bays and doors have been moulded with a curved hinge line, whereas the instruction drawings and box art clearly show that this should be straight when viewed side-on. Correction is easy, just file the curved edges flat. Wings and tailplanes fitted without problems or filler, but the landing light (part 34-F) does not match the contour of the wing leading-edge, and will look odd if left off until after

painting. Better to install during main construction, sand to blend into the wing, then polish.

Armament comprises two wing-mounted 20mm cannon (best replaced by thin plastic or metal tubing) and a finely-moulded UBT machine gun for the rear gunner, while underwing weaponry comprises eight each RS-82 or M-132 rockets and two FAB-100 bombs. The fastidious will want to replace the rockets' and bombs' fins with thinner items made from plasticard.

Accuracy

Setting aside the matter of having the wrong wing, the model certainly looks like a Stormovik in overall shape. Dimensional accuracy is good, perhaps two millimetres short in span and length, which makes it around 1/73rd scale, depending on which published set of full-size dimensions you scale from.

Colour Scheme

A choice of three is given: a short-canopy variant in a camouflage pattern for which Toko recommends Cockpit Green, Grass Green, Mid-Stone (Humbrol 78, 80 and 84 respectively) for the uppersurfaces and Aircraft Blue (Humbrol 65) below, and two long-canopy versions in winter camouflage of white over blue. I opted for one of the latter, and airbrushed a coat of white primer overall followed by Humbrol Gloss White 22 on the uppersurfaces and Underside Blue HT2 from the old Humbrol Authentics range below. I'm sceptical of the instructions' advice to paint the propeller blades white. It is possible that propeller blades were oversprayed along

with the rest of the uppersurfaces, but I'd have thought it unlikely, and even less probable that the data panels would have been replaced on the front faces of the blades. After applying the decals I matt-varnished overall, then used a variety of different shades of artist's pastels to tone-down and weather. Final touches were to install the machine gun, navigation lights (from shaped clear sprue) and radio aerial from stretched sprue.

Decals

Sharply-printed (by Propagteam, I believe) with excellent registration, comprising two varieties of red star with white/red or thin black outlines, Cyrillic script slogans for all three aircraft, a pair of regimental crests, rocket-aiming attitude arcs for the upper cowl and propeller data panels. The decals are very thin and adhere well, but have a tendency to 'silver' even on a gloss surface.

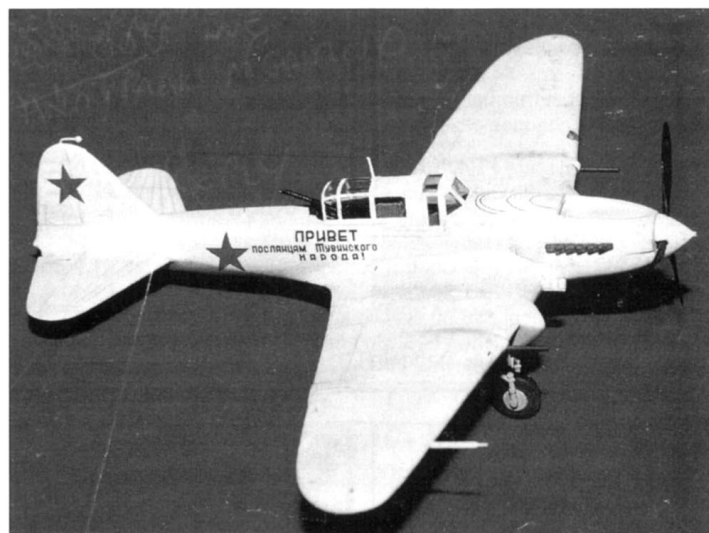
Decal rating = 8/10

Conclusion & Recommendation

I must confess to having very little knowledge of this aircraft, so until that wing inaccuracy was pointed out to me I had been very impressed indeed with this kit. And despite the apparent fault, I still am. It combines excellent value for money with a level of surface detailing that would not shame much more expensive offerings, and builds easily enough for a novice to tackle while offering further scope for the super-detailer. Recommended to all.

My thanks to Pocketbond for the review sample.

Mike Derram



Revell

Thank You

Scale Aviation Modeller International would like to extend our thanks to REVELL, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range.

AeroMaster

Thank You

Scale Aviation Modeller International would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" and "Warbird Acrylic Color" range.

HUMBROL

Thank You

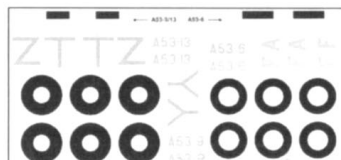
Scale Aviation Modeller International would like to extend our thanks to Humbrol Ltd for the generous supply of paints and accessories from their extensive range.

Red Roo Models

The following sheet has just been released by this manufacturer;

RRD48001: RAAF Bell P-39 Airacobra

- 1. P-39, A53-9, 'TZ' of No. 23 Squadron RAAF in late 1943.
- 2. P-39, A53-13, 'TY' of No. 23 Squadron RAAF in late 1942.
- 3. P-39, A53-6, FA-F of No. 85 Squadron RAAF in August 1943.



RRD48001

The first two options are Olive Drab 41 over RAAF Sky Blue (FS 35550) and the code letters and serials are grey. The final option is Olive Drab 41 and Extra Dark Sea Grey over RAAF Sky Blue. The code letters are Sky Blue and the serials are grey.

Overall this is an excellent subject choice, as only 22 P-39's were operated by the RAAF, all of these being loaned from the US Army and they were only operated between the beginning of 1942 and October 1943. The decals themselves are well printed, with a thin carrier film and excellent colour clarity. There are sufficient national and unique markings to make up two of the three options, although there is no stencilling included. These options are also available in 1/72nd scale on sheet RRD72001.

The 1/48th scale sheet retails for AUS\$8.40, while the 1/72nd scale example is AUS\$5.50.

Our thanks to Red Roo Models for the review samples.

Information

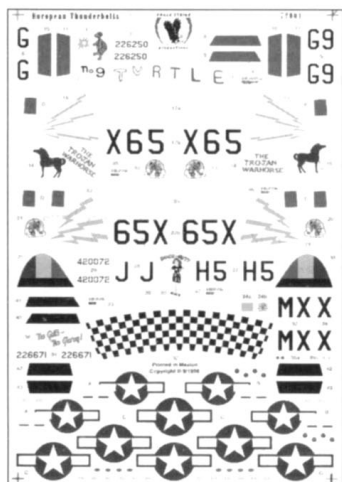
Worldwide Enquiries: Red Roo Models, P.O. Box 113, Glen Waverley, Victoria, Australia 3150.
Tel: +613 45600695 Fax: +613 95453542
Email: redroo@entityconnect.com

Eagle Strike Productions

This is a new manufacturer from the USA who will be producing decals in both 1/72nd and 1/32nd scales only. The first examples in the range have just been released and are as follows;

72001: European Thunderbolts Pt. I

- 1. P-47D-22-RE, 42-26250, GR-G, flown by Lt. Charles Donney of the 509th FS, 405th FG, 9th Air Force based at St Dizier, France in 1944.



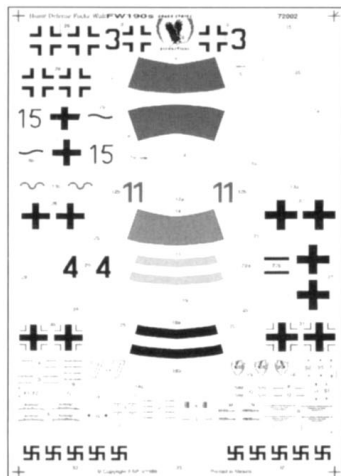
72001

- 2. P-47D-27-RE, X65, 'The Trojan Warhorse' of the 79th FG, 12th Air Force, Italy 1944-5.
- 3. P-47D-27-RE, 65X, of the 86th FS, 76th FG, 12th Air Force based in Italy in 1944-5.
- 4. P-47D-30-RA, 42-20072, H5-J flown by Lt. Arthur C. Witters of the 392nd FS, 367th FG based in France in 1945.
- 5. P-47D-25-RE, 42-26671, MX-X, 'No Guts - No Glory!' flown by Capt. Ben Mayo of the 82nd FS, 78th FG, 8th Air Force based at Duxford (not 'Dufard' as the instructions state) in June 1944.

Each of these options is bare metal with an Olive Drab anti-dazzle panel and various tail and nose bands. The decal sheet gives all the unique markings for each option (including the checker nose markings for the last option), ten national insignia and two sets of propeller stencils.

72002: Home Defence Focke Wulf Fw 190's

- 1. Fw 190A-09, W/Nr. 980219 flown by P.O. Wilhelm of 2./JG 1 in January 1945. This machine is in an RLM 81/82/76 scheme.
- 2. Fw 190A-8, W/Nr. 732088 flown by Uffz. Gerhard Ohlenschlager of 15./JG 54 in January 1945. This machine is in an RLM 81/82/76 scheme.
- 3. Fw 190A-8 flown by an unknown pilot of 14./JG 54 from Saschen in March 1945.



72002

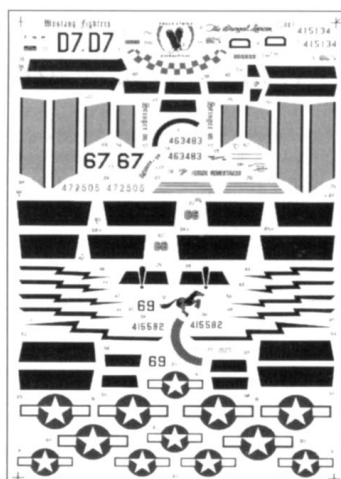
This aircraft is RLM 81/82 over 76.

- 4. Fw 190A-6 flown by Maj. Erwin Bacilia of Stürmstaffel 1 in January 1944. This aircraft is RLM 74/75 over 76 with the lower engine cowling in RLM 04.
- 5. Fw 190A-8 flown by Lt. Victor Hermann of 3./JG 77 in late 1944. This aircraft is RLM 81/82 over 76 with a heavy mottle and a yellow lower engine cowling.

The decal sheet includes all the unique and national insignia for each option and two sets of stencils.

72003: Mustang Fighters

- 1. P-51D-10-NA flown by Lt. Frank Stilwell of the 503rd FS, 339th FG, 8th Air Force in 1944.
- 2. P-51D flown by Capt. Robert W. Moore in 1945.
- 3. F6D flown by Maj. William A. Shomo of the 71st TRG, 82nd TRS, 5th Air Force in 1945.



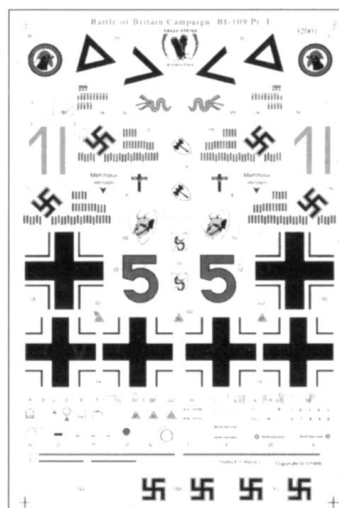
72003

- 4. P-51D flown by an unknown pilot of the 2nd Air Commando Group, 10th Air Force in 1945.

Each of these options is bare metal overall with Olive Drab anti-dazzle panels. The decal sheet includes all the unique insignia for each option, along with the black and coloured fuselage and wing bands. There are also three sets of national insignia.

32001: Battle of Britain Campaign - Bf 109 Pt. I

- 1. Bf 109E-4 flown by Hptm. Hans von Hahn of 1./JG 3 in France, 1940. This machine is RLM 71/02 over 65 with the engine cowling and rudder in yellow.



32001

- 2. Bf 109E-4 of 2./JG 26 'Schlagter' in late 1940. This machine is RLM 70/71 over 65.
- 3. Bf 109E-4 flown by Hptm. Wilhelm Balthasar of 7./JG 27. This machine is RLM 71 over 65 with the engine cowling and rudder in yellow.

The decal sheet includes all the unique markings for each option plus a complete set of national insignia and stencilling for one machine.

32002: Pacific Mustangs Pt. I

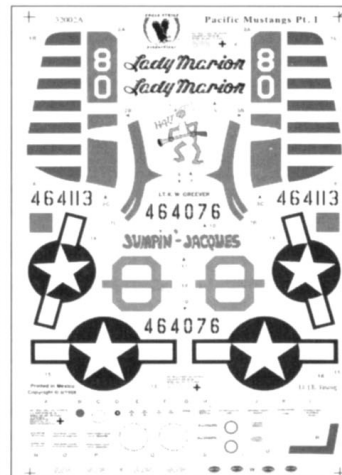
- 1. P-51D, 44-64113 flown by Lt. K.W. Grever of the 342nd FS, 348th FG in 1945.
- 2. P-51D flown by Lt. J.E. Young of the 3rd FS, 3rd FG, 5th Air Force at Okinawa.

Each of these machines is bare metal overall with an Olive Drab anti-dazzle panel.

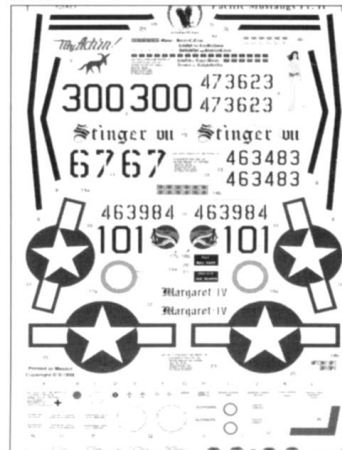
The decal sheet includes all the unique markings for each option plus one complete set of national insignia and stencilling.

32003: Pacific Mustangs Pt. II

- 1. P-51D-25-NA, 44-73623 flown by Maj. Henry Crim of the 531st FS, 21st FG based at Iwo Jima in 1945.
- 2. P-51D-20-NA, 44-63483 flown by Maj. Robert W. Moore of the 45th FS, 15th FG



32002



32003

based at Iwo Jima in 1945.

- 2. P-51D-20-NA, 44-63984 flown by Maj. James B. Tapp of the 78th FS, 15th FG based at Iwo Jima in 1945.

Each of these is bare metal overall with an Olive Drab anti-dazzle panel.

Once again the decal sheet offers all the unique markings for each option plus one complete set of national insignia and stencilling.

The quality and colour density of each of these sheets are excellent and they can be recommended to all. It is nice to see sheets being produced in 1/32nd scale once more, and I am sure that those of you that work in 1/72nd scale will also be pleased to see a new range dealing specifically with it.

Our thanks to Eagle Strike Productions for the review samples.

Information

Worldwide Enquiries: Eagle Strike Productions, 2025 S.W. 22 Terrace, Miami, FL 33145, USA. Fax: (305) 285 7219

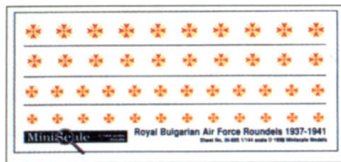
Blue Rider Publishing

A mass of new sheets were released by this manufacturer recently and they are as follows;

1/144th Scale

MS-005: Bulgarian Roundels 1937-1941.

This sheet offers a mass (forty-four) of Bulgarian roundels of the era in four



MS-005

different sizes.

1/72nd Scale

BR-0252: Russian Civil War - Part 2.

- 1. Sopwith Snipe, '7' of the 2nd Soviet Aviatryad in 1922.
- 2. SPAD VII of the Workers and Peasants Red Air Fleet in 1919-1920.
- 3. SPAD VII of the 1st Fighter Detachment, Northern Hydro-Aviation Battalion, Red Navy, North Dvina Front in the Summer of 1919.
- 4. Sopwith 11/2 Strutter, A1527 of the Workers and Peasants Red Air Fleet captured by Lithuanian forces in February 1919.
- 5. Nieuport 23 of the 1st Fighter Detachment, Northern Hydro-Aviation Battalion, Red Navy, North Dvina Front in the Summer of 1919.
- 6. Nieuport 24bis of the 1st Fighter Detachment, Northern Hydro-Aviation Battalion, Red Navy, North Dvina Front, June 1919.

The decal sheet includes all the unique and national insignia for each option.

BR-0253: Russian Civil War - Part 3

- 1. Fokker D.VII, '2' of the 2nd Soviet Aviatryad in 1922.
- 2. Nieuport 11 or 16 of the Workers and Peasants Red Air Fleet in 1918-19.
- 3. Nieuport 24bis of the Workers and Peasants Red Air Fleet in 1919-20.
- Morane Saulnier Type L of Kolchak's Siberian Air Fleet in 1919.
- 4. Sopwith 11/2 Strutter of Kolchak's Army

Air Force in 1918.

- 5. SPAD VII of the Workers and Peasants Red Air Fleet in 1919-20.

BR-0254: Colourful Sopwith Pups

- 1. B7575 that was operated by the 18TS (Training Squadron), 32 TDS (Training Depot Station) and the 26TS in 1918. This machine is finished in white and (probably) black checks on the fuselage and wings.
- 2. C272 used to train 64 Squadron pilots. This machine is PC10 over linen with red, white and blue stripes on each fuselage side. The tailplanes are bands on the upper wing are white.

BR-0413: Hirdens Flykorps 1942-45.

- 1. Grunau 9, LN-GAH of Hirdens Flykorps (HFK) at Alfaset in 1942.
 - 2. Grunau 9, LN-GAO, HFK in 1942.
- Each of these is Cream (RLM 05) overall with the framework and wing leading edges in Brown (RLM 61).

BR-0812: Macedonian & Estonian Air Force.

- 1. Mil Mi-8MTV-1, VAM-303 of the Air Force and Air Defence of the Army of the Republic of Macedonia at Skopje in 1998. This machine is in an overall camouflage scheme of Sand, Mid-Green and Dark Green.
- 2. Antonov An-2, 'Yellow 40', IG-43-25 of the Estonian Air Force at Tartu in 1998. This machine is Gloss Dark Green over Gloss Light Blue

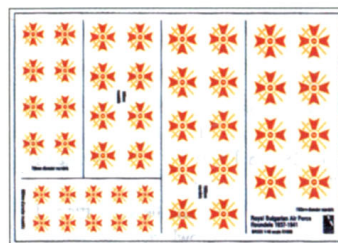
BR-2102: Aeroflot Lisunov Li-2

- 1. Lisunov Li-2, SSSR-L1015 of Aeroflot immediately after WWII. This machine has a thin coat of Gloss Green over the upper surface camouflage and Light Grey underneath.

BDP-003: Russian Civil War 1917-1922.

- 1. Fokker D.VII, '1' of the 2nd Soviet Aviatryad in 1922.
- 2. Sopwith 11/2 Strutter of the Workers and Peasants Red Air Fleet in 1920.
- 3. Sopwith 11/2 Strutter of the Workers and Peasants Red Air Fleet in 1919-20.
- 4. Sopwith Camel of the Georgian Air Force in 1920.
- 5. Sopwith Camel of No. 47 Squadron, Beketovka Airfield, Southern Russia in 1919.

- 6. Sopwith Snipe, E6351 flown by Georgi Stepanovich Sapozhnikov in 1919.
- 7. RAF SE.5a, C6378 of the Workers and Peasants Red Air Fleet in 1920.
- 8. SPAD VII of the Workers and Peasants Red Air Fleet in 1919-20.
- 9. Fokker D.VII, '2' of the 2nd Soviet Aviatryad in 1922.
- 10. Nieuport 11 or 16 of the Workers and Peasants Red Air Fleet in 1918-19.
- 11. Nieuport 24bis of the Workers and Peasants Red Air Fleet 1919-20.
- 12. Morane Saulnier Type L of Kolchak's Siberian Air Fleet in 1919.
- 13. Sopwith 11/2 Strutter of Kolchak's Siberian Army Air Force in 1918.
- 14. SPAD VII of the Workers and Peasants Red Air Fleet in 1919-20.
- 14. Sopwith Snipe, '7' of the 2nd Soviet Aviatryad in 1922.
- 15. SPAD VII of the Workers and Peasants Red Air Fleet in 1919-20.
- 16. SPAD VII of the 1st Fighter Detachment, Northern Hydro-Aviation Battalion, Red Navy, North Dvina Front in 1919.
- 17. Sopwith 11/2 Strutter, A1527 of the Workers and Peasants Red Air Fleet that was captured by Lithuanian forces in 1919.
- 18. Nieuport 23 of the 1st Fighter Detachment, Northern Hydro-Aviation Battalion, Red Navy, North Dvina Front, summer 1919.
- 19. Nieuport 24bis of the 1st Fighter Detachment, Northern Hydro-Aviation Battalion, Red Navy, North Dvina Front, June 1919.



BR-0522

1/48th Scale

BR-0522: Bulgarian Roundels 1937-41

This sheet offers forty-four Bulgarian roundels in five different sizes.

BR-0523: Chinese Air Force 1937-45

- 1. Polikarpov I-16 type 10, '94' of the Chinese Nationalist Air Force in 1938.

- 2. Polikarpov I-16 Type 10, 'P2105/P5360' of the Chinese Nationalist Air Force in 1938.
- 3. Lockheed F-5E Lightning, 42-4082 of the 12th Reconnaissance Squadron, Sino-American Wing, Chinese Nationalist Air Force in 1944-5.
- 4. Polikarpov I-16 Type 10, '71' of the Chinese Nationalist Air Force in 1939.
- 5. Tupolev SB-2M-100A of the 2nd Bomber Group, Chinese Nationalist Air Force in 1937.

The first four options are Dark Green over Light Grey, while the final one is Light Grey overall with splotches of Dark Green on the upper surfaces.

BR-0524: Russian Civil War - Part 2

- 1. SPAD VII of the Workers and Peasants Red Air Fleet in 1919-20.
- 2. Nieuport 23 of the 1st Fighter Detachment, Northern Hydro-Aviation Battalion, Red Navy, North Dvina Front in the Summer of 1919.
- 3. Nieuport 11 or 16 of the Workers and Peasants Red Air Fleet in 1918-19.

BR-0601: An American Messerschmitt in Rumania

- 1. Bf 109G, 66130 of the Rumanian Air Force in August 1944. This machine is the one which brought Lt. Col. James Gunn to the 15th Air Force Headquarters in Italy and was flown by Rumanian ace Capt. Cantacuzino. The aircraft was temporarily painted in an odd scheme with large American flags on the fuselage sides and big roundels on the wings.

Overall all of these sheets offer unusual and colourful options for a number of machines. The quality of these sheets is excellent and they can be recommended to all. The sheets shown here retail as follows;

MS-005 = £2.30	BR-0252 = £3.80
BR-0253 = £3.80	BR-0254 = £3.80
BR-0413 = £3.00	BR-0522 = £3.80
BR-0523 = £3.80	BR-0812 = £2.80
BDP-003 = £9.75	BR-0524 = £3.80
BR-0601 = £3.00	

Our thanks to Blue Rider Publishing for the review samples.

Information

Worldwide Enquiries: Blue Rider Publishing,
43A Glasford Street, London. SW17 9HL

Aztec Modelling Techs & Detail

This is a new company from Mexico and their first sheets are as follows:

AZT-D48001: All American T-Birds Collection Part 1

- 1. Escuadron 210 'Eagles Head' machines. Offered on the decal sheet are markings for serial numbers; JE-006, JE-021, JE-022, JE-023, JE-027, JE-028, JE-029, JE-030 and JE-033. Each of these aircraft is grey overall.
- 2. Escuadron 202 'Shark Mouth' machines. The decal sheet includes serials for; JE-019, JE-020, JE-043, JE-044, JE-046, JE-048, JE-049 and JE-052. Once again each of these machines is grey overall.
- 3. AT-33, '709' of the Fuerza Aerea Ejercito de Cuba.

- 4. T-33, TR-474 of the 514th FIS, 406th FIG based at Manston in 1957.

The instructions also show all four of the overall colour schemes applied to FAM T-33's. These are the 1961-4 scheme of natural aluminium overall with the outer faces of the tip tanks in Fluorescent Orange. By the 1964-67 period the tip tanks were International Orange, for the 1971-77 period the vertical fin and rudder were International Orange also and by the 1977-88 period the aircraft were Light Grey overall with the tip tanks and vertical fin still in International Orange.

The decal sheets with this set include a mass of markings, serials etc. There is a



The main decal sheet from AZT-D48001 - Stunning!

single set of the 'Eagle Head' and sharksmouth plus a set of national insignia for each country covered. The smaller sheet with this set offers two complete set of stencilling.

AZT-D48002: All American T-Birds Collection Part 2

- 1. Escuadron 210 'Black Eagle'. This sheet offers serials for; JE-002, JE-006, JE-022, JE-024, JE-028, JE-032, JE-033 and each of these machines is Light Grey overall.
- 2. Escuadron 212 'Spider Web'. The decal sheet offers serials for; JE-009, JE-012, JE-050, JE-051, JE-053, JE-054, JE-055 and each of these machines (except JE-055 which is Grey) should be Light Grey overall.
- 3. Escuadron 211 'Ixtepex Oax'. The sheet offers serials for JE-034, JE-035, JE-036, JE-037. All of these aircraft are Light Grey overall.



The decal sheet from AZT-D48002

- 4. Escuadron 212, JE-058 which was experimentally painted in a three-colour camouflage scheme in 1994, although it was not officially adopted.
- 5. T-33, 4311 of 2/1 Gavca 'Rompe Mato', Forca Aerea Brasileira in 1956. This machine is natural metal overall.
- 6. AT-33 FAB-635 of the Bolivia Air Force

at Tarija in 1987. This machine is in a four-colour camouflage scheme over Light Grey.

- 7. T-33, 0-35824 if the 7272nd Flying Training Wing at Wheelus AFB in 1962. This machine is natural aluminium.

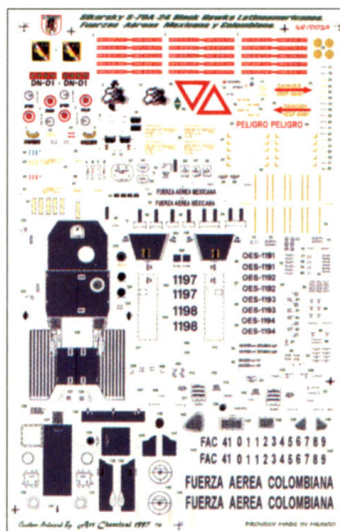
Once again the large decal sheet in this set offers one set of squadron insignia, plus a selection of serial numbers and other markings. The smaller sheet in the set offers two complete sets of stencilling.

This company also offers a stunning



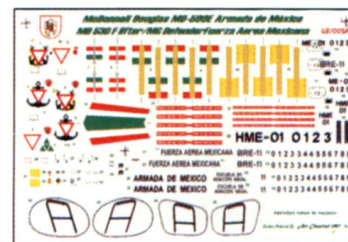
The two sheets offered for the Black Hawk as 48/002

sheet for nine Sikorsky S-70 (UH-60) Black Hawks as item 48/002 and a similar number of MD-500E schemes on 48/003. I am afraid that we cannot bring you a detailed account of these latter two sheets here, as they have instructions only in Mexican, and my



Mexican is as good as my Portuguese (non-existent!).

Overall these sheets are to the highest quality and they offer a stunning number of images. The printing, colour and register are the best we have seen in a long time and the



The MD-500 sheet (48/003)

only thing that lets the product down is our inability to read the instructions fully. There are English sections in the two sheets we reviewed above, but the other two have no such assistance and they are therefore a bit of a waste. Hopefully Aztec will be able to translate the latter two sheets into English, as products of their quality deserve a much greater audience.

Our thanks to Aztec for the review samples.

Information

Worldwide Enquiries: Aztec Modelling
Techs and Details, Rancho Colorado 16,
Sta. Cecilia Coahuila, C.P. 04930, Mexico
Email: ng@mail.cpsa.com.mx

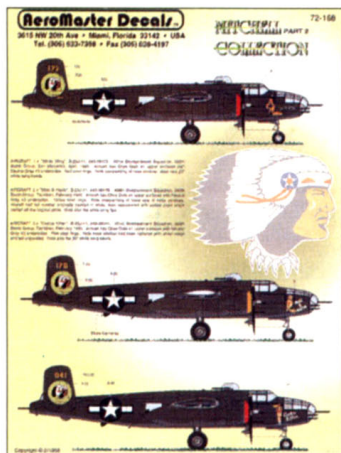
AeroMaster Products

A mass of new sheets were released by AeroMaster recently and they are as follows;

1/72nd Scale

72-158: Mitchell Collection Part 2

- 1. B-25J-11, 43-36172, 'White Wing' of the 501st BS, 345th BG based at San Marcelion in April 1945.



72-158

- 2. B-25J-11, 43-36176, 'Miss B Havin' of the 498th BS, 345th BG based at Tacloban in February 1945.
- 3. B-25J-11, 43-36041, 'Cactus Kitten' of the 501st BG, 345th BG based at Tacloban in February 1945.

Each of these is Olive Drab over Neutral Grey.

72-160: A-3 Skywarrior Collection

- 1. EKA-3B of VAQ133, CVW-11 aboard USS Kittyhawk in October 1970.
- 2. EKA-3B of VAQ-135, CVW-6 aboard USS Franklin D. Roosevelt in 1971.
- 3. EA-3B of VQ-2 at NAS Rota, Spain in 1981.



72-160

Each of these options is Gull Grey over Gloss White.

1/48th Scale

48-392: 4th Fighter Group - The Early Days Pt. III

- 1. P-47D-1-RE, 42-7884, 'Lucky/Reggie's



48-392

Reply' flown by Lt. John Godfrey of the 336th FS in November 1943.

- 2. P-47D-2-RE, 41-6183, 'Red Dog' flown by Lt. Louis 'Red Dog' Norley of the 336th FS in July 1943.
- 3. P-47D-1-RE, 42-7876, 'Mess Dallas' flown by Lt. Victor France of the 334th FS in June 1943.

Each of these options is Olive Drab over Neutral Grey with the forward engine cowling in white.

48-393: 4th Fighter Group - The Early Days Pt. IV

- 1. P-47C-5-RE, 41-6573, 'Bevoapabml' flown by Lt. Peter Lehman of the 336th FS in January 1944.



48-393

- 2. P-47D-6-RE, 42-76488, 'Sondra-Lee' flown by Maj. Lee Grover the commander of the 336th FS in January 1944.
- 3. P-47D-5-RE, 42-8644, 'Lilliput' flown by Lt. W.B. Morgan of the 334th FS in September 1943.

Once again each of the above options is Olive Drab over Neutral Grey with the engine cowl and vertical fin stripe in white.

48-396: Stinging Hornets Pt.III

- 1. F-18C, BuNo. 165200, '300' of VFA-82 'Marauders' flown by Commander J. Stufflebeem from USS George Washington.



48-396

- 2. F-18C, BuNo. 164891, '211' of VMFA-251 'Thunderbolts' flown by Capt. T.C. 'Shine' Raynor and W.H. 'Swanny' Swan on USS



48-397

George Washington.

Each of these machines is Light Ghost Grey and Dark Ghost Grey.

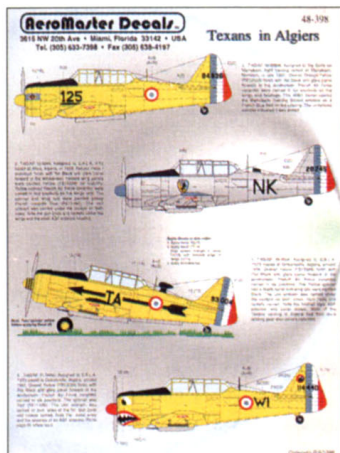
48-397: Stinging Hornets Pt.IV

- 1. F-18C, BuNo. 165203, '303' f VFA-82 'Marauders' on USS George Washington.
- 2. F-18A, BuNo. 161502, '02' of VMFA-251 'Thunderbolts'.

Once again these are Light Ghost Grey and Dark Ghost Grey.

48-398: Texans in Algiers

- 1. T-6D-NT, 42-84836 of Ecole de Marrakech flight training school at Marrakech in late 1957



48-398

- 2. T-6G-NF, 52-8245 of E.A.L.A 4/72 based at Afrou, Algeria in 1958.
- 3. T-6G-NF, 49-3004 of E.A.L.A 10/72 at Orléansville, Algeria in 1958.
- 4. T-6G-NF, 51-14440 of E.A.L.A 13/72 based at Orléansville, Algeria in 1957.
- 5. T-6G-NF, 52-8245 of E.A.L.A 15/72 based at Paul Cazelles, Algeria in 1957.
- 6. T-6G-NF, 49-3111 of E.A.L.A 16/72 at Biskra, Algeria in 1959.

Options 2 and 6 on this sheet are natural metal overall, while the remainder are Orange-Yellow overall.

48-399: Royal Navy Hellcats of the British East Indies and Pacific Fleets 1945.

- 1. Hellcat II, JX688 flown by S/Lt R.C. Thompson of No. 896 NAS on HMS Empress in August 1945.
- 2. Hellcat II, JX780 of No. 808 Squadron on HMS Khedive in May 1945.



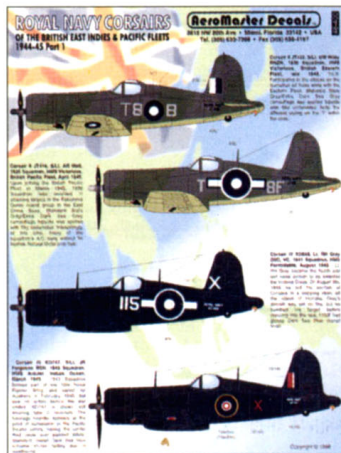
48-399

- 3. Hellcat I, JV104, S/Lt. C. Campbell of No. 885 NAS on HMS Ruler in June 1945.
- 4. Hellcat II, JZ935 flown by S/Lt. T.B. Speak of 1844 NAS on HMS Indomitable in June 1945.

Options 1 and 2 are Slate and Extra Dark Sea Grey over Sky, while option 3 is gloss black overall and option 4 is Glossy Dark Sea Blue overall.

48-400: Royal Navy Corsairs of the British East Indies and Pacific Fleets 1944-45 Part 1.

- 1. Corsair II, JT422 flown by S/Lt. G.W. Wiley RNZN of No. 1836 NAS on HMS Victorious in late 1944.



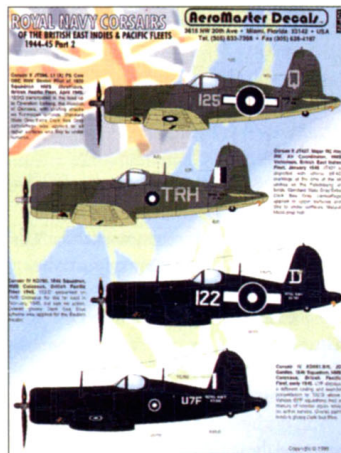
48-400

- 2. Corsair II, JT418 flown by S/Lt. A.R. Watt of No. 1836 NAS on HMS Victorious in April 1945.
- 3. Corsair IV, KD658 flown by Lt. R.H. Gray DSC, VC of No. 1841 NAS on HMS Formidable in August 1945.
- 4. Corsair IV, KD747 flown by S/Lt. J.R. Ferguson RCN of No. 1843 NAS on HMS Arbitrator in March 1945.

Option 1 and 2 are Slate and Extra Dark Sea Grey over Sky, while options 3 and 4 are Dark Sea Blue overall.

48-401: Royal Navy Corsairs of the British East Indies and Pacific Fleets 1944-45 Part 2.

- 1. Corsair II, JT586 flown by Lt P.S. Cole DSC, RNV of No. 1830 NAS on HMS Illustrious in April 1945.



48-401

- 2. Corsair II, JT427 flown by Maj. R.C. Hay RM on HMS Victorious in January 1945.
- 3. Corsair IV, KD780 of No. 1846 NAS on

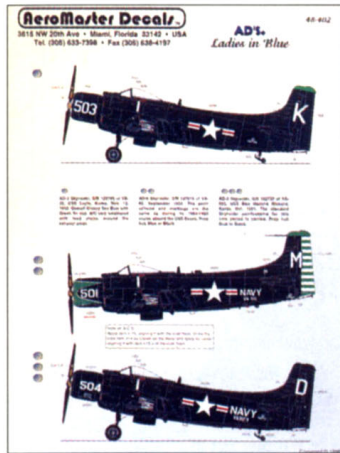
HMS Colossus in 1945.

- 4. Corsair IV, KD681 flown by S/Lt. J.D. Garden of No. 1846 NAS on HMS Colossus in 1945.

Option 1 and 2 are Slate and Extra Dark Sea Grey over Sky, while options 3 and 4 are Dark Sea Blue overall.

48-402: AD's Ladies in Blue.

- 1. AD-3 Skyraider, S/No. 122799 of VA-35 on USS Leyte in Korea in 1950.



48-402

- 2. AD-6 Skyraider, S/No. 137618 of VA-65 in September 1955.
- 3. AD-6 Skyraider, S/No. 122737 of VA-923 on USS Bon Homme Richard in 1951.

Each of these machines is Glossy Sea Blue overall.

48-409: Thunderjets over Korea Pt.III

- 1. F-84G, 51-1478, 'Lil Butch' of the 9th FBS, 49th FBG based at Taegu in 1951.



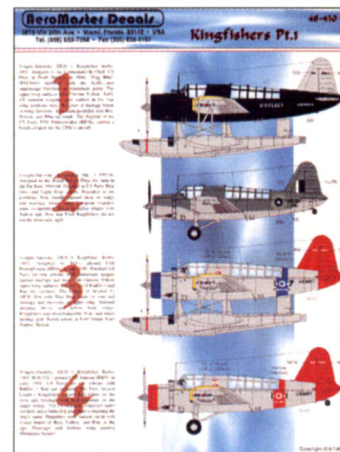
48-409

- 2. F-84G, 51-10460 of the 8th FBS, 49th FBG in 1952.
- 3. F-84E, 51-1535, 'Linda Charlotte' flown by Col. Robert Rogers, 49th Fighter Bomber Wing commander based at Taegu in 1953.

Each of these options is bare metal overall with Olive Drab anti-dazzle panels.

48-410: Kingfishers Pt.I

- 1. OS2U-1, BuNo. 1691 assigned to the Commander-in-Chief, US Fleet at Pearl Harbour in 1940.
- 2. Kingfisher Mk I, FN718 of the FAA in 1943/4.
- 3. OS2U-1, BuNo. 1692 of VO-1 on USS



48-410

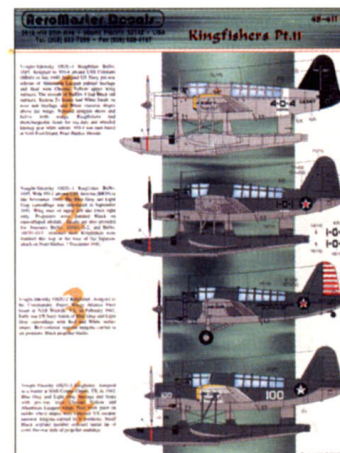
Pennsylvania in late 1940.

- 4. OS2U-1, BuNo. 1695 of VO-1 on USS Arizona in early 1941.
- 5. OS2U-1 of VS-5D4 at NAS Cape May in early 1942.
- 6. OS2U-3, BuNo. 5865 of VS-1D1 at NAS Squantum in May 1942.

Option one has the fuselage in 'Flag Blue' with the rest of the airframe in aluminium. Option 2 and 6 are US Navy Blue Grey over Light Grey and the remainder are aluminium overall.

48-411: Kingfishers Pt.II

- 1. OS2U-1, BuNo. 1685 of VO-4 on USS Colorado in late 1940.



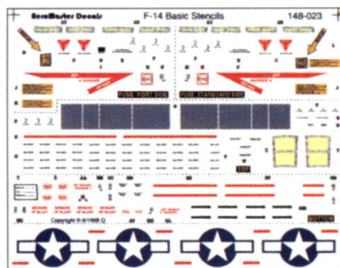
48-411

- 2. OS2U-1, BuNo. 1695 of VO-1 on USS Arizona in November 1941.
- 3. OS2U-2 assigned to the Commander, Patrol Wings Atlantic Fleet at NAS Norfolk in February 1942.
- 4. OS2U-3 used as a trainer at NAS Corpus Christi in 1942.
- 5. Kingfisher Mk I, FN678 of No. 768 Sqn. FAA at Sandbanks, Dorset in 1943.

Option 1 is Aluminium and Chrome Yellow, options 2, 3 & 4 are Blue Grey over Light Grey and option 5 is Extra Dark Sea Grey and Slate Grey over Sky.

148-023: F-14 Basic Stencils

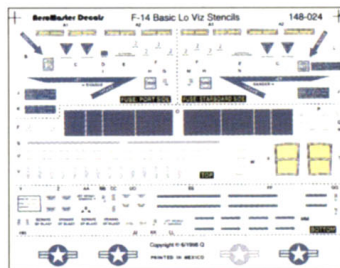
This pack offers the common main stencils for the Tomcat. Each sheet offers intake warning stencils, formation light strips, basic stencils and a complete set of hi-vis national insignia. There are two decal sheets per pack.



148-023

148-024: F-14 Basic Lo Viz Stencils

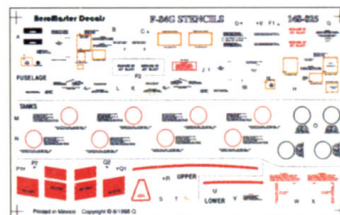
This pack is identical to the one above, only it is in the low-viz grey colours suitable for the current F-14's. Once again the pack contains two complete sheets of decals.



148-024

148-025: F-84G Stencils

Each sheet of decals offers a set of stencils for the Thunderjet including the 'no-step' red panels for the wings. No national insignia is included, and two complete sheets of decals are included in each pack.



148-025

1/32nd Scale

32-001: Hunter Pt. I

- 1. FGA.9, XS622 of No. 28 Squadron at Kai-Tak, Hong Kong in 1967



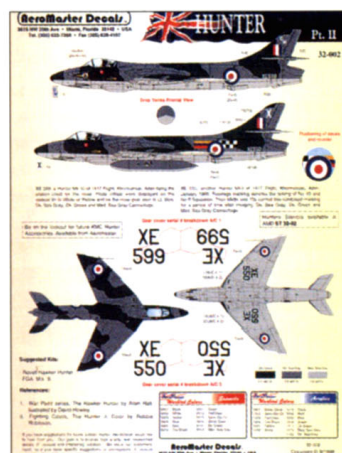
32-001

- 2. FR.71A, J-734 of No. 8 Group, Chilean Air Force in 1976.

Each of these options is Dark Green and Dark Sea Grey over Medium Sea Grey.

32-002: Hunter Pt. II

- 1. XE559 of No. 1417 Flight, Khormaksar, Aden.
- 2. FGA.9, XE550 of No. 1417 Flight,



32-002

Khormaksar, Aden in January 1966.

Once again each option is Dark Green and Dark Sea Grey over Medium Sea Grey

32-003: Hunter Part III

- 1. FGA.9, XG207 of No. 58 Squadron, RAF Wittering in 1975.
- 2. FGA.76 of the Abu Dhabi Air Force in



32-003

February 1969.

- 3. FGA.9 of the Zimbabwe Air Force based at St. Gwelo.
- 4. FGA.9 of the Sultan of Man's Air Force in 1994.

Options 1 and 3 are Dark Sea Grey and Dark Green over Medium Sea Grey, option 2 is Dark Earth and Middlestone over Azure Blue and the final option is possibly Dark Sea Grey and Extra Dark Sea Grey.

These sheets are of excellent quality and most of them offer some stencilling and a selection national insignia. See the AeroMaster advert elsewhere for the UK prices for the above sheets.

Our thanks to AeroMaster Products for the review samples.

Information

Worldwide Enquiries: AeroMaster Products,
3615 NW 20th Avenue, Miami,
FL 33142, USA.
UK Importer: Hannants

Cutting Edge Modelworks

The following three new sheets for the Thunderjet have recently been released;

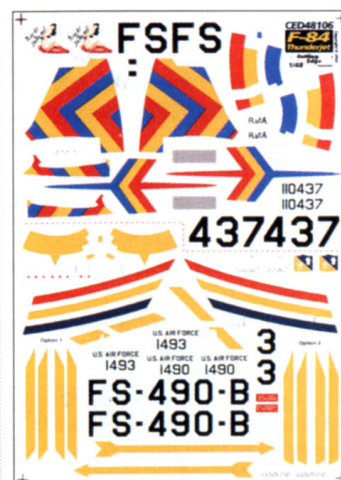
CED48106: F-84 Thunderjet #1

- 1. F-84G, 51-10437, FS-437, 'Night Take-off' flown by Col. Charles Jordan of the 58th FBW at Taegu, South Korea in 1952



The three options on CED48106

- 2. F-84G, 51-490, FS-490-B of the 523rd FES, flown by Lt. Col. William Bertram in January 1951.



CED48106

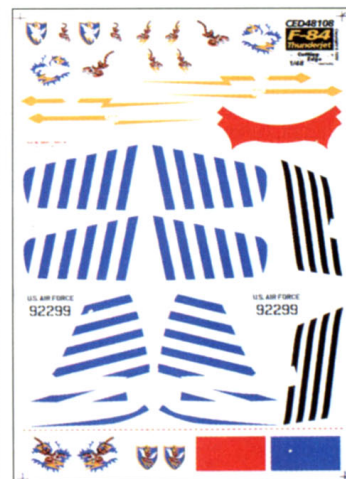
- 3. F-84G, 51-493, FS-493-B of the 523rd FES, flown by Lt. Jacob Kratt in January 1951.

All of these machines are bare metal overall with an Olive Drab anti-dazzle panel. The decal sheet offers all the unique markings and colour bands only and it can be obtained also in 1/72nd scale as CED72106.

CED48108: F-84 Thunderjet

- 1. F-84E-10-RE, 49-2299A flown by Col. Robert L. Scott Jr., the commander of the 36th FBW at Fürstenfeldbruck, Germany in early 1952.
- 2. F-84E-10-RE, 49-2299A flown by Col. Robert L. Scott Jr., the commander of the 36th FBW at Fürstenfeldbruck, Germany in late 1952, early 1953.

This machine is offered at two stages of its career and the initial one is fitted with the unframed canopy, while the later one has the framed 'G' style canopy. Each machine is bare metal with an Olive Drab anti-dazzle panel, blue tip tanks and the vertical fin and tailplanes in blue and white stripes. The later version



CED48108

carries the black command stripes around the mid-fuselage.

The decal sheet once again only offers the unique markings and colour bands and these options can be obtained also in 1/72nd scale on sheet CED72108.

CED48109: F-84E/G Stencils

This sheet offers a complete set of airframe stencils for the F-84E or G. There is also a complete set of national insignia and 'U.S. Air Force' legends, plus the inner framing for the canopy. These decals have been created from original Republic drawings and as well as the airframe markings there are also stencils for the tip tanks.

This sheet can be obtained in 1/72nd scale as CED72109.



CED48109

Each of these sheets is to the highest quality and can be recommended to all. The colour instructions with each include a wealth of additional information and remember that these sheets are limited production, so get them while they are available. We do not have the UK price for the 1/72nd scale examples, but each of the 1/48th scale ones shown here is £6.99 in the UK.

Information

Worldwide Enquiries: Cutting Edge
Modelworks (see address elsewhere)
UK Source: Hannants (Tel: 01502 517444)

Model Art Decal System

Three new sheets were recently released by this manufacturer and they offer the following subjects;

72/029 N.A. T-6G, SNJ-4 and DH Sea Vixen

- 1. SNJ-4, 28227, EALA 11/72 at La Réghaia in 1957.
- 2. SNJ-4, 14811, EIALA 1/320 at Blinda in 1958.



72/029

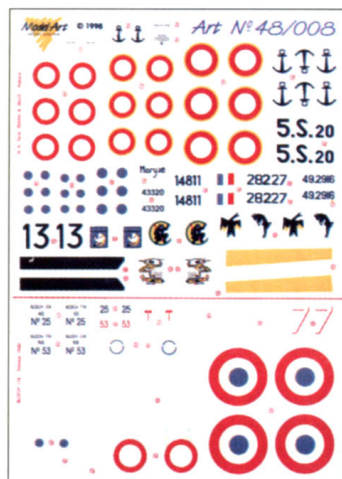
- 3. SNJ-4, 492916, EALA 03/010 at Batna in 1961.
- 4. T-6G, 43320, Escadrille 5S at Lartigue circa 1955.
- 5. DH Sea Vixen FAW 1, XJ572, '462', 'V' of No. 893 NAS, circa 1962.
- 6. DH Sea Vixen FAW 2, XJ572, 'BL' at the RNAY in 1973.
- 7. DH Sea Vixen FAW 1, XJ586, '717', 'VL' of No. 766 NAS in 1966.
- 8. DH Sea Vixen FAW 2, XS582, '722', 'VL' of No. 766 NAS in 1966.
- 9. DH Sea Vixen FAW 1, XN650, '456', 'C' of No. 893 NAS in 1963.
- 10. DH Sea Vixen FAW 1, XJ584, '249', 'R' of No. 890 NAS in 1965.
- 11. DH Sea Vixen FAW 2, XS590, '303', 'H' of No. 892 NAS in 1966.
- 12. DH Sea Vixen FAW 2, XN650, '301', 'VL' of No. 892 NAS in 1968.
- 13. DH Sea Vixen FAW 2, XS577, '137', 'E' of No. 899 NAS in 1975.
- 14. DH Sea Vixen FAW 2, XJ580, '131', 'E' of No. 899 NAS, circa 1968.
- 15. DH Sea Vixen FAW 1, XJ525, '241', 'H' of No. 890 NAS, circa 1965.
- 16. DH Sea Vixen FAW 2, XS578, '137', 'E' of No. 899 NAS, circa 1968.

The Harvard options are all silver overall, while the Sea Vixens are Extra Dark Sea Grey over Gloss White.

The decal sheet includes all the unique and national markings for each option and for the Sea Vixen and there are also two sets of 'no-step' stencils for the upper fuselage.

48/008: N.A. T-6G, SNJ-4 and Bloch MB174

- 1. SNJ-4, 28227, EALA 11/72 at La Réghaia in 1957.
- 2. SNJ-4, 14811, EIALA 1/320 at Blinda in 1958.



48/008

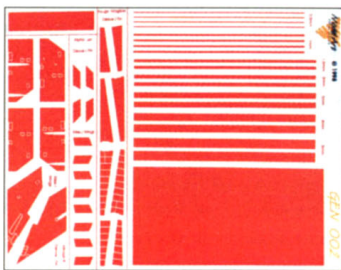
- 3. SNJ-4, 492916, EALA 03/010 at Batna in 1961.
- 4. T-6G, 43320, Escadrille 5S at Lartigue in circa 1955.
- 5. Bloch 174, '7' of GR II/33 - 1ère Escadrille at Tunis el Aouina in 1941.
- 6. Bloch 174, '3' of GR II/33 - 2ème Escadrille at Tunis el Aouina in June 1940.

The Harvard options are in silver overall, while the Bloch options are Khaki, Burnt Sienna and Dark Blue Grey over Light Blue Grey.

The decal sheet includes all the unique and national insignia for each option.

GEN 002: 'Dayglo' Orange

This sheet offers lengths of 'dayglo' orange in 0.5mm, 1mm, 1.5mm, 2mm, 3mm, 4mm and 5mm widths plus an additional panel of 50mm x 110mm. There are also a number of panels suitable for the Fouga Magister, Alpha Jet and Mirage III.



GEN 002

These sheets are up to the usual high standards we expect from Model Art. The colour density and registration of each image is excellent and they can be highly recommended to all.

Our thanks to Model Art Decal System for the review samples.

Information

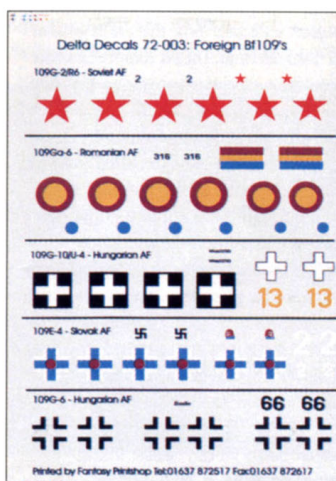
Worldwide Enquiries: Model Art Decal System (see address above)

Delta Decals

The following two sheets have recently been released by this manufacturer;

72-003: Foreign Bf 109's

- 1. Bf 109G-2/R6. This machine was captured and evaluated by the Russian Air Force and is in winter distemper over RLM 74/75/76
- 2. Bf 109Ga-6. An export variant operated by the Rumanian Air Force. This machine is RLM 74/75/76.
- 3. Bf 109G-10/U4 of the Hungarian Air Force in an RLM 74/75/63 scheme.
- 4. Bf 109E-4 of the Slovak Air Force in an



72-003

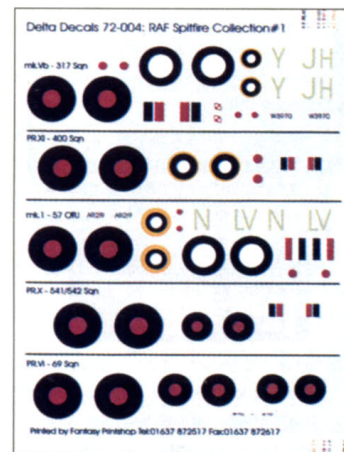
RLM 70/71/76 scheme.

- 5. Bf 109G-6 flown by Hungarian ace Lt. Laszlo Molnar.

72-004: RAF Spitfire Collection #1

- 1. Spitfire Mk Vb, W3970, JH-Y of No. 317 (Polish) Squadron in a Dark Green and Medium Sea Grey over Sky scheme.

- 2. Spitfire PR Mk XI, PL975 of No. 400 Squadron (RCAF) in overall PRU Blue.
- 3. Spitfire Mk I, AR219, LV-N of No. 57 OTU operated as a 'bounce aircraft' in a Dark Green and Dark Earth over Sky scheme with the nose in yellow.
- 4. Spitfire PR Mk X, MD194 of No. 541/542 Squadron in overall PRU Pink.



72-004

- 5. Spitfire PR Mk VI, BP932 of No. 69 Squadron in an overall Dark Royal Blue scheme.

Each sheet includes all the national and unique markings for each option, but no stencilling. The quality of the printing and colour density is excellent and carrier film minimal. Our thanks to Delta Decals for the review samples.

Information

Worldwide Enquiries:
Delta Aviation Publishing
38 Hawksley Avenue, Hillsborough,
Sheffield, S6 2BE

ADS Decals

The most recent sheet from this manufacturer is as follows;

ADS 001-32: Hawker Typhoon

- 1. EJ967, DP-D of No. 193 Squadron in the spring of 1943.
- 2. DN334, HF-D of No. 183 Squadron during 'Exercise Spartan' in March 1943. Apart from the standard scheme this aircraft has the entire port lower wing black and wide bands of white either side of the nose.
- 3. JP577, HH-T of No. 175 Squadron in August 1943.
- 4. MN317, ZY-B of No. 247 Squadron in June 1944. This machine has full invasion stripes.
- 5. MN981, XM-A of No. 182 Squadron in July 1944. Once again this machine has full invasion stripes.
- 6. RB281, 5V-X of No. 439 Squadron (RCAF) in February 1945. This machine shot down a Me 262 on the 14th February 1945.
- 7. SW399, HH-K 'Babs VIII' of No. 175 Squadron in June 1945.

Each of these options is in the standard scheme of Dark Green and Ocean Grey over Medium Sea Grey.

The decal sheet includes a complete set of stencils and national insignia for one option, plus all the codes and serial



ADS 001-32

numbers for each of the seven aircraft.

The decal sheet is well printed, with excellent colour density and little excess carrier film. The images are all in perfect register with a nice shiny finish and they can be highly recommended to all. The UK price for this sheet is £7.95.

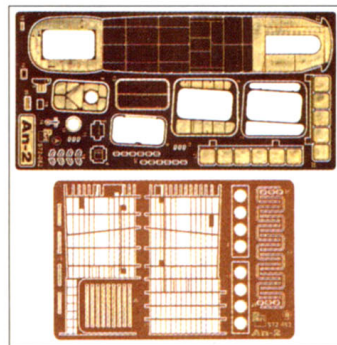
Our thanks to ADS for the review sample.

Information

Worldwide Enquiries: ADS Decals,
P.O. Box 1768, Bristol, BS37 5FS
Tel/Fax: 01454 850119

Part

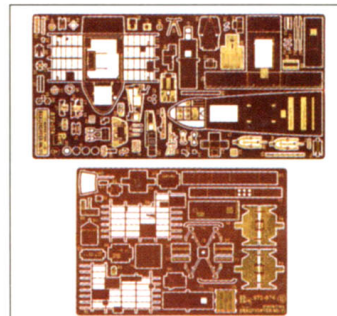
Subject: Antonov An-2 **Scale:** 1/72nd
Product No: S72-062 **Type:** Detail Set
Designed for: Bilek/Italeri kits
Parts: Etched Brass 71
Price: ETBA



S72-062

This basically offers the aft cargo door and details for the interior. Other detail items include the aft bulkhead and door, step, para-seats, various boxes within the main fuselage and fuselage ribs etc.

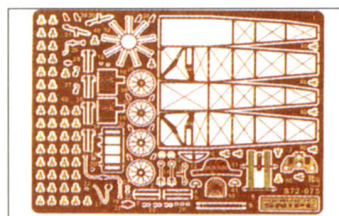
Subject: Bristol Beaufighter Mk VI **Scale:** 1/72nd
Product No: S72-074 **Type:** Detail Set
Designed for: Hasegawa kits
Parts: Etched Brass 105, Acetate 7
Price: ETBA



S72-074

For those of you who do not fancy adding all the detail that Steve and Richard did when they reviewed the new Hasegawa kit just a few months ago (Vol 4 Iss 8 Page 520), then this set will come to your aid. The two etched frets contain a new instrument panel (with acetate backing film), trim wheel, seat and harness, control yoke, cockpit floor and a mass of side console levers etc. In the rest of the fuselage you get new fuselage ribs and a mass of details, a new floor, ammo boxes and access hatches. Externally you get the upper escape hatch for the forward canopy and both forward and aft access hatches.

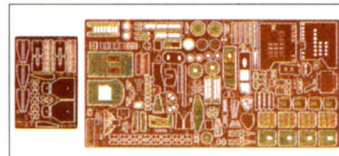
Subject: Sopwith Snipe 7F1 **Scale:** 1/72nd
Product No: S72-075
Designed for: Toko kit **Type:** Detail Set
Parts: Etched Brass 121, Acetate 1
Price: ETBA



S72-075

It is good to see some detail sets for WWI subjects, especially those that are as good as the Toko offerings. The set comprises a new instrument panel (with acetate backing film), machine gun breeches, rudder kick-plates, rudder pedals and control column. A new wicker seat for the pilot is included along with the spoked centres of each main wheel. For these latter items you will have to carefully drill out the centres of the kit parts. A completely new framework for the inside of the fuselage is given and there are the push-rod tubes for the engine. The final items are the step plates for the fuselage side and a mass of rigging plates to be added at the base of each strut etc!

Subject: Sukhoi Su-25K **Scale:** 1/72nd
Product No: S72-076 **Type:** Detail Set
Designed for: Italeri kit
Parts: Etched Brass 202, Acetate 2
Price: ETBA

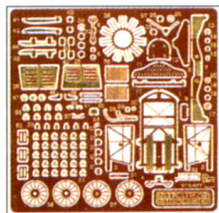


S72-076

This set offers new instrument panel (with acetate backing film), rear bulkhead and ejection seat rail, side consoles and rudder pedals. Externally you get the petal airbrakes for the wing tips, the mudguards for the nose wheel, sway braces for each pylon, various antenna on the tail and main airframe, new fins for the drop tanks and missiles, a crew access ladder and the chaff dispenser units for the rear fuselage. The final items are new main and nose wheel doors plus a couple of vents for the underside of the mid-fuselage.

Subject: Siemens-Schukert D.III/IV
Scale: 1/72nd **Product No:** S72-077
Type: Detail Set **Designed for:** Toko kit
Parts: Etched Brass 127, Acetate 4
Price: ETBA

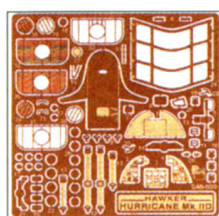
Armstrong Whitworth 23C.26/31, 29, 38
 Armstrong Whitworth Whitley II & III
 Armstrong Whitworth 27
 Armstrong Whitworth Ensign I
 The main resin component is the entire engine unit, which will only need the rocker cover profiles cleaning up. On the back of this (which includes all the detail at the rear as well), goes the other resin part which represents the fuel intake and magnetos.



S72-077

This is another set for a Toko kit and it offers a new instrument panel, pilot's seat, rudder pedal, entire fuselage framework, the spoked centres for the main wheels, two styles of tail skid and ventral grills (one each for the D.III and D.IV). Other details include the push-rods for the engine, perforated cover on the machine gun and all the rigging and control wire brackets for the entire airframe.

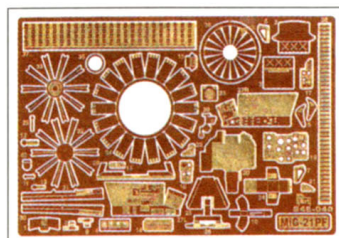
Subject: Hawker Hurricane Mk IID **Scale:** 1/48th
Product No: S48-039 **Type:** Detail Set
Designed for: Hasegawa kit
Parts: Etched Brass 62, Acetate 4
Price: ETBA



S48-039

This update set includes a new instrument panel (with acetate backing), compass, rudder pedals, gun sight, seat and harness for the cockpit interior. Externally you get a new frame for the canopy, the forward and aft matrix for the radiator unit, the kick-step and hand holds for the fuselage side and the rudder trim horns.

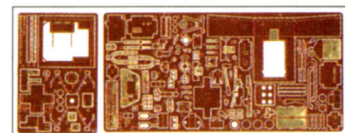
Subject: MiG-21PF **Scale:** 1/48th
Product No: S48-040 **Type:** Detail Set
Designed for: Academy kit
Parts: Etched Brass 41, Acetate 8
Price: ETBA



S48-040

For this kit you get a new instrument panel (with acetate backing film), rudder pedals, various details for the kit's ejection seat including seat harness, completely new side consoles and the coaming forward of the instrument panel. Externally you get a mass of details for the engine exhaust pipe and after-burner can.

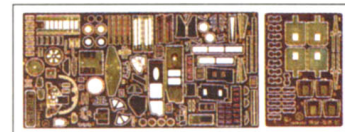
Subject: Bristol Beaufighter Mk IV **Scale:** 1/48th
Product No: S48-041 **Designed for:** Tamiya kit
Parts: Etched Brass 79, Acetate 9 **Type:** Detail Set
Price: ETBA



S48-041

This is basically a scaled-up version of the 1/72nd scale one mentioned earlier. This larger-scale version still offers a new instrument panel (with acetate backing), seat harness, all the levers and wheels for the side consoles and a mass of units for the fuselage sides. The access hatch aft of the pilot is included, along with the seat harness for the rear gunner/observer. The final details include the sidewalls in the cockpit area and the instrument panel for the rear compartment.

Subject: Sukhoi Su-25K **Scale:** 1/48th
Product No: S48-042 **Designed for:** OEZ kit
Parts: Etched Brass 140, Acetate 3 **Type:** Detail Set
Price: ETBA



S48-042

This is a scaled-up version of the Italeri set mentioned earlier and you should remember that the OEZ kit has also been issued under the Revell® label. This set offers the usual instrument panel with acetate backing film, HUD, ejection seat rail and a floor plate with rudder pedals. Externally you get new wing tip air brakes, weapon pylon sway braces, the mudguard for the nose wheel and a number of blade and rod antenna for the tail and airframe. The chaff dispensers on the aft fuselage and the crew access ladder are also included, and the final details are the main and nose doors plus a number of grills and panels for the under surface of the airframe.

All of these sets are of the highest quality and the PART range is now one of the top in the world. If any of the subject matters are of interest to you, then purchase the set, you will not be disappointed. The range can be obtained in the UK from Final Touch and Aeroclub. Our thanks to Jadar-Model for the review samples.

Information

Worldwide Enquiries: Jadar-Model s.c.,
 00-108 Warszawa, ul. Zielenia 8, Poland.
 Tel: (0-22) 620 25 80 Fax: (0-22) 671 46 21
UK Source: Aeroclub

Engines & Things

Subject: Armstrong Siddeley Tiger VIII/IX/IXc
Scale: 1/48th **Product No:** 48185
Type: Accessory **Parts:** Resin 2
Price: US\$5.35

This engine is similar to the example we featured last month and is suitable for the following aircraft types;

Armstrong Whitworth 23C.26/31, 29, 38
 Armstrong Whitworth Whitley II & III
 Armstrong Whitworth 27
 Armstrong Whitworth Ensign I

The main resin component is the entire engine unit, which will only need the rocker cover profiles cleaning up. On the back of this (which includes all the detail at the rear as well), goes the other resin part which represents the fuel intake and magnetos.



48185 (A.W. Tiger VII, IX, IXc)

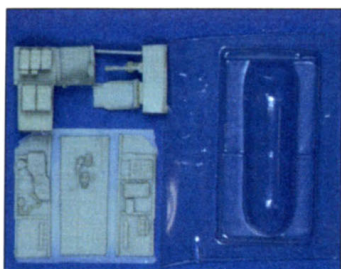
This is another stunning engine from this source. The level of detail and quality of casting is excellent. Our thanks to Engines & Things for the review samples.

Information

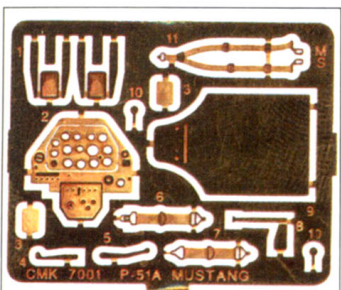
Worldwide Enquiries: Engines & things,
 P.O. Box 48013, St. Albert, Alberta, Canada.
 T8N 5V9

CMK

Subject: North American P-51 Mustang
Scale: 1/72nd **Product No:** 7001
Type: Interior Detail Set
Designed for: Italeri/Condor kits
Parts: Resin 8, Etched 13, Acetate 1, Vac-form Clear 1
Price: £TBA



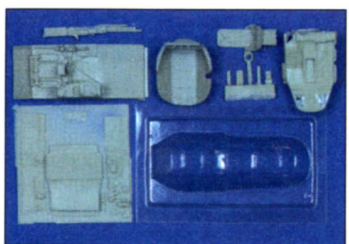
7001 (Resin & Vac-form)



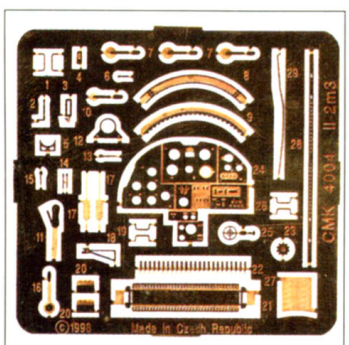
7001 (Etched Brass)

Basically this set offers a completely new resin interior for either of the above two kits. An etched instrument panel with acetate backing film, plus etched rudder pedals, seat and harness make up the rest of this area. Having added all this inside the cockpit, I am glad to say that a new vac-formed canopy is also included.

Subject: Il-2m3 Stormovik
Scale: 1/48th **Product No:** 4004
Type: Interior Detail Set
Designed for: Accurate Miniatures kit
Parts: Resin 12, Etched 36, Acetate 1, Vac-form Clear 1
Price: £TBA



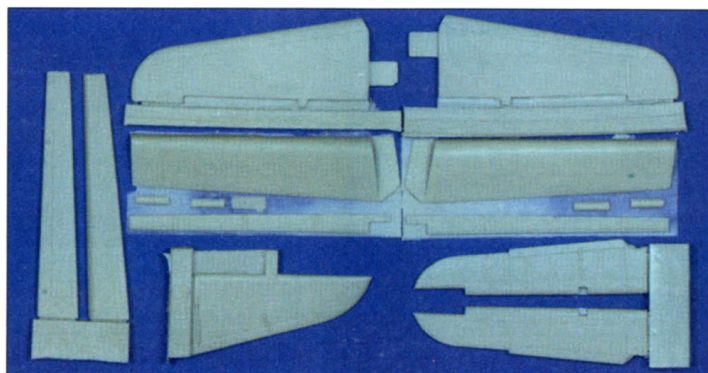
4004 (Resin & Vac-form)



4004 (Etched Brass)

Once again this set offers a completely new resin and etched brass interior for the Accurate Miniatures kit. The level of detail on the new resin tub and sidewalls is excellent and once all the etched bits are added there will be little else you need. To show all this work off a new vac-formed canopy is also included. The set also includes a completely new gun rail and machine gun for the rear gunner's position and a detailed insert that is fitted above the ventral radiator unit.

Subject: Messerschmitt Me 410B
Scale: 1/48th **Product No:** 4006
Type: Control Surfaces **Parts:** Resin 15
Designed for: Revell/Monogram kits
Price: £TBA



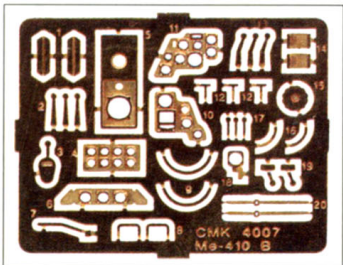
4006 (Resin)

This set allows you to remove all the control surfaces from the above kits and replace them with resin examples. Ailerons, elevators, rudder and flaps are all included, and as the flaps in the dropped position will expose the interior of the wing, this set also includes an insert for inside the wings, behind the flaps.

Subject: Messerschmitt Me 410B **Scale:** 1/48th
Product No: 4007 **Type:** Interior Detail Set
Designed for: Revell/Monogram kits
Parts: Resin 18, Etched 30, Acetate 6, Vac-form Clear 2
Price: £TBA



4007 (Resin & Vac-form)



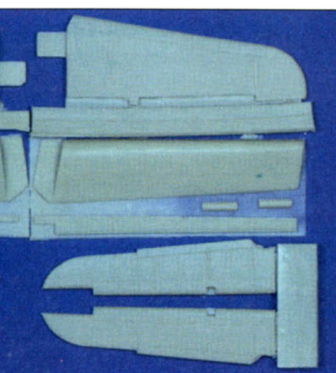
4007 (Etched Brass)

This is a stunning interior update for the excellent Revell/Monogram kit. The main resin parts build up a completely new interior. To this are added the etched brass (and acetate) instrument panels. The rear

area is not forgotten, with all the sides, floor and bulkheads replaced with beautifully reproduced details. Once all this is added, the upper canopy sills are also added and then you get a completely new vac-formed canopy and forward glazed insert.

Subject: Messerschmitt Me 410B **Scale:** 1/48th
Product No: 4008 **Type:** Engine Set
Designed for: Revell/Monogram kits
Parts: Resin 46
Price: £TBA

This set offers details not just for the engine, but for each undercarriage well. Detail for the wheel wells include the upper area, forward bulkhead and various ancillary equipment, plus new undercarriage doors. As far as the engine goes, this set only offers



4008 (Resin)

one complete new resin engine and detail. The other engine area gets new exhaust stacks, glare shields and exhaust cut-outs. On the other side the set offers a new resin engine, bearers, rear bulkhead and ancillary equipment. As with the other side, you also get new exhaust stacks, inserts and anti-dazzle shields, but because you are exposing the entire engine you also get an upper engine cowl as well.

4008 (Resin)

one complete new resin engine and detail. The other engine area gets new exhaust stacks, glare shields and exhaust cut-outs. On the other side the set offers a new resin engine, bearers, rear bulkhead and ancillary equipment. As with the other side, you also get new exhaust stacks, inserts and anti-dazzle shields, but because you are exposing the entire engine you also get an upper engine cowl as well.

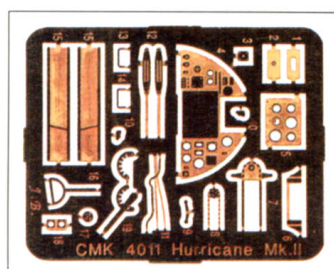


4011 (Resin & Vac-form)

Subject: Hurricane Mk II **Scale:** 1/48th
Product No: 4011 **Type:** Interior Detail Set
Designed for: Hasegawa kits
Parts: Resin 9, Etched 20, Acetate 3, Vac-formed Clear 1
Price: £TBA

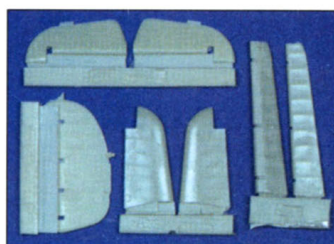
Once again this set offers a completely new resin interior for the Hasegawa kit. The pipework on the floor of the cockpit is amazing, how it can be cast so finely is

incredible. The set also includes the seat, head armour and seat harness all moulded as one piece. The control column top and gun sight are also given. The etched pieces include a new instrument panel (with acetate backing) plus various details for the sidewalls. Once all this is added you will be pleased to hear that the set also includes a new vac-formed canopy.



4011 (Etched Brass)

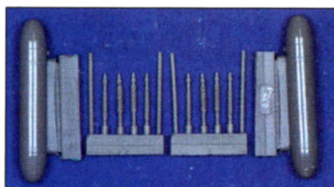
Subject: Hurricane Mk II **Scale:** 1/48th
Product No: 4012 **Type:** Control Surfaces
Designed for: Hasegawa kits **Parts:** Resin 7
Price: £TBA



4012 (Resin)

As with the previous Me 410 set, this one also offers separate control surfaces for the Hurricane. The set offers ailerons, elevators and tailplanes and a rudder.

Subject: Hurricane Mk II Night Intruder
Scale: 1/48th **Product No:** 4013
Type: Conversion **Parts:** Resin 10
Designed for: Hasegawa kits
Price: £TBA



4013 (Resin)

This is a very clever, yet simple, conversion. The two main parts are the 44 gallon drop tanks and carriers. The remaining eight pieces offer both styles of 20mm cannon fitted to the type, with the covered or exposed springs.

Each of these products is cast to the highest quality and can be highly recommended to all. Personally I am pleased to see the Hurricane sets, and can only hope a Mk IV conversion will be considered.

Our thanks to CMK for the review samples.

Information
Worldwide Enquiries: CMK Ltd., Magistr 18, 140 00 Praha 4, Czech Republic.

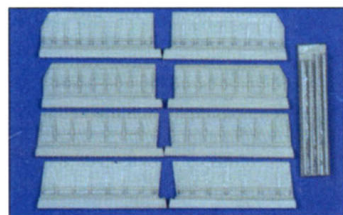
Paragon Designs

Subject: Lancaster Flaps **Scale:** 1/72nd

Product No: 72014 **Type:** Update Set

Designed for: Airfix kits **Parts:** Resin 12

Price: £8.99



72014

This is a simple, but highly effective update for the Airfix kit. The set comprises the upper and lower sections of the flaps. To achieve this you will have to remove sections of the wing and inboard engine nacelle, but this is all well illustrated in the little instruction sheet.

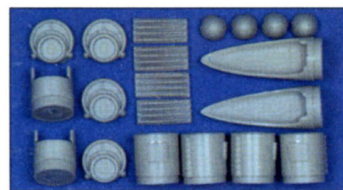
Subject: Lancaster Merlin 85s and nacelles

Scale: 1/72nd **Product No:** 72047

Type: Conversion Set **Designed for:** Airfix kits

Parts: Resin 32

Price: £12.99



72047

Many will recall that this conversion has already been produced in 1/48th scale by Paragon, well now you get to do the same conversion in this smaller scale. The outboard engines and nacelles are completely replaced in resin, while the inboard engines have a section of the nacelle replaced. To achieve this latter operation you will have to saw off sections of the kit parts, although this is illustrated in the instruction sheet. The remaining items include the engine fronts, spinners and propeller blades

Subject: Avro Lincoln **Scale:** 1/72nd

Product No: 72051 **Type:** Conversion Set

Designed for: Airfix Lancaster kits

Parts: Resin 49, Vac-form 6

Price: £27.99



72051

At last, the Lincoln conversion in 1/72nd scale. I am sure all of you will have seen the

stunning 1/48th scale version of this set, well this smaller scale version is just as good. The first areas of surgery required to the Airfix Lancaster kit are the removal of the nose, upper turret fairing, inboard engine nacelle fronts and wing tips. The fuselage also has to be cut in half, as there is a fuselage extension added. Now you can add all the resin parts, the new nose, engine nacelles, fuselage extension, turret blanking plate, main wheels, new rudders, wing tips and rear turret and gun laying radar. The mid-upper Bristol type 17 and rear turret include internal (resin) details, plus new vac-formed structure. The set also includes the ventral radome.

As an aside, anyone making up PA474, the BBMF example from the Airfix Lancaster kit, may like to see if you can obtain the enlarged rudders from this set, as PA474 is fitted with the larger Lincoln examples.

Subject: Avro Lincoln MR.31 Nose Extension

Scale: 1/72nd **Product No:** 72052

Type: Conversion Set

Designed for: Airfix Lancaster kits

Parts: Resin 1 & Clear Plastic Sheet

Price: £4.50



72052

This 28mm long extension to the nose of the Lincoln would have to be used in conjunction with the previous set to make up the MR.31 version that was operated by the RAAF. This simple update also includes clear plastic stock, so you can glaze the side windows in the nose.

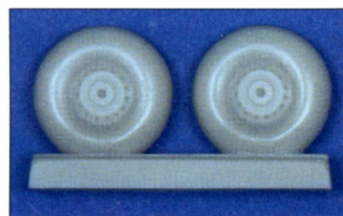
Subject: Lancaster Bulged Wheels

Scale: 1/72nd **Product No:** 72055

Type: Accessory **Parts:** Resin 2

Designed for: Airfix Lancaster kits

Price: £3.75



72055

This set offers two 'weighted' main wheels for any Lancaster variant and the tyre tread is offered in the smooth variant.

Subject: HIAC 1 'LOROP' Recce Pod

Scale: 1/72nd **Product No:** 72056

Type: Accessory **Designed for:** Any RF-4 kit

Parts: Resin 4 & Clear Plastic Sheet

Price: £5.75

This is just an add-on item which can be fitted to any suitably marked RF-4 Phantom

kit in this scale. The camera pod is cast as one large item, the other parts are the two small fins on the aft of the pod, and a blanking plate for one of the camera ports. The other port can be glazed with the clear sheet included.



72056

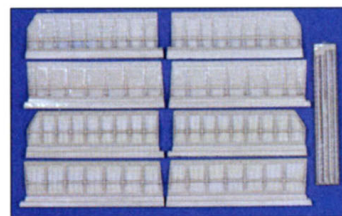
Subject: Lancaster Flaps **Scale:** 1/48th

Product No: 48124 **Type:** Accessory

Designed for: Tamiya kits **Parts:** Resin 12

Price: £15.99

This set is a scaled up version of the 1/72nd scale (72014) set reviewed earlier.



48124

Subject: Lancaster Bulged Wheels

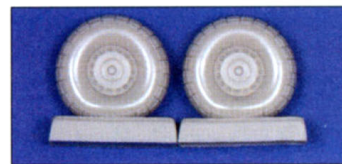
Scale: 1/48th **Product No:** 48129

Type: Accessory **Designed for:** Tamiya kits

Parts: Resin 2

Price: £6.99

Once again this set is a scaled up version of the 1/72nd scale (72055) set reviewed earlier.



48129

Subject: HIAC 1 'LOROP' Recce Pod

Scale: 1/48th **Product No:** 48130

Type: Accessory **Designed for:** Any RF-4 kit

Parts: Resin 5

Price: £9.99



48130

This set is a scaled up version of the 1/72nd scale (72056) set reviewed earlier. However, due to the larger scale, the main resin part is hollow cast and the extra part is a simple blanking plate to cover the resulting hole.

Subject: Spitfire Mk XII **Scale:** 1/32nd

Product No: 32039 **Type:** Conversion Set

Designed for: Hasegawa Mk V kit

Parts: Resin 28

Price: £19.99

This conversion is designed for use with the Hasegawa Mk V kit and requires a bit of surgery. The entire nose and rudder have to be cut off the kit, plus the tailwheel area if you are fitting the retractable tailwheel unit. The entire nose is supplied in resin, as is the

spinner and propeller. Two styles of exhaust stacks and the final parts include main wheels (weighted), cannon bulges and blisters and finally, the clipped wing tips.



32039

Subject: Martin Baker Type 2H Ejection Seat

Scale: 1/32nd **Product No:** 32040

Type: Accessory **Parts:** Resin 1

Designed for: Any suitable subject

Price: £5.75



32040

2H Martin Baker seat for that machine. This example is stunningly cast, with all the harness in perfect relief and the clarity of the pipework etc. is quite amazing. There is also a length of wire included, so you can make up the firing handle.

Subject: Martin Baker Type 3H Ejection Seat

Scale: 1/32nd **Product No:** 32041

Type: Accessory **Parts:** Resin 1

Designed for: Any suitable subject

Price: £5.75



32041

Overall, all of these products are to the highest standard, as you would expect from Paragon. Each can be recommended to all, as they will add a lot to the subject kit.

Our thanks to Paragon Designs for the review samples.

Information

Worldwide Enquiries: Paragon Designs, 39 Cantley Lane, Norwich, Norfolk. NR4 6TA
Tel: 01603 507152 Fax: 01603 506057

Model Design Construction

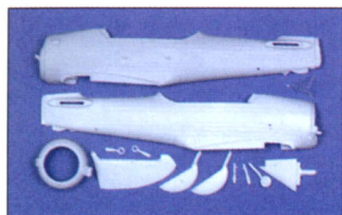
Subject: North American Harvard Mk I

Scale: 1/48th **Product No:** CV017

Type: Conversion **Designed for:** Revell kit

Parts: Resin 12

Price: £17.00



CV017

This set comprises a completely new resin fuselage, forward engine cowl, vertical fin and rudder, wing tips, tailwheel, control column tops and venturi tubes. Conversion is simply a case of replacing the kit parts with the new resin examples, trimming off the wing tips as directed and modifying the kit's control columns. The set also contains a new forward canopy section, and although this may look like plastic, it is in fact clear resin. You will find that this can be polished up, as per a plastic example.

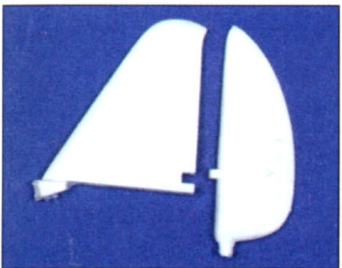
I was surprised to hear that this set was for the Revell kit, because although that kit is not bad, it has certainly been surpassed by the new Occidental offering.

Subject: Junkers Ju 88A-4 Replacement Fin & Rudder
Scale: 1/48th

Product No: CV018 **Type:** Correction Set

Designed for: Revell kit **Parts:** Resin 2

Price: £5.50



CV018

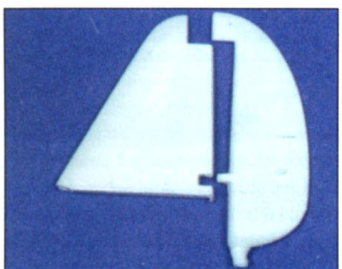
This set offers the correct shape vertical fin and rudder for the Revell Junkers Ju 88A4. These new parts are offered as direct replacements for the ones in the kit.

Subject: Junkers Ju 88A-4 (late) **Scale:** 1/48th

Product No: CV020 **Type:** Correction Set

Designed for: Revell kit **Parts:** Resin 2

Price: £5.50



CV020

This set offers the correct shaped vertical fin and rudder for all the later production versions of the Junkers Ju 88A-4 and is designed for use with the Revell kit. Use of this set is simple, as the parts are offered as direct replacements for the ones in the kit.

Subject: Junkers Ju 88A4 Main Wheels

Scale: 1/48th **Product No:** CV021

Type: Correction Set **Designed for:** Revell kit

Parts: Resin 2

Price: £4.00



CV021

This set offers two main wheels with a smooth tread and 'weighted' effect. These are offered as direct replacements for the kit parts, which they also correct.

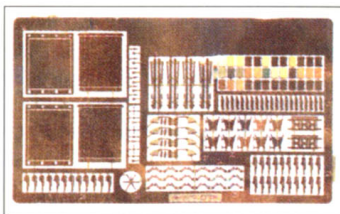
Subject: British Full Weapons Load

Scale: 1/48th **Product No:** DS001

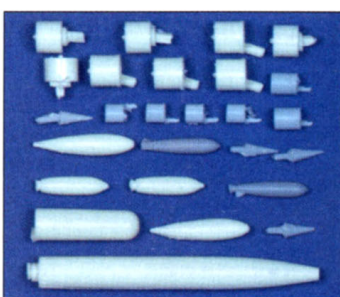
Type: Accessory Pack

Parts: Resin 26, Metal 36, Etched 153

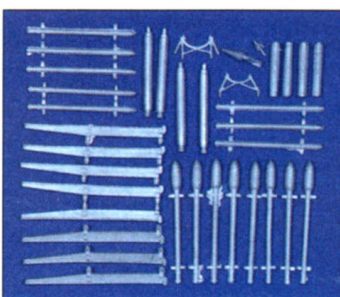
Price: £17.50



DS001 (etched fret)



DS001 (resin)



DS001 (white metal)

This set offers a selection of British torpedoes, depth charges, bombs and rockets. There are two 500lb GP bombs,

although you should note that although the instructions state that the tail ring on this bomb is in metal, it is in fact cast in resin. There are two 250lb GP bombs, a torpedo, four depth charges, eight flares in two different styles and a complete set of 3" rocket projectiles with 60lb heads and/or 25lb AP heads and rails.

If you do not require all of the items in this set, MDC have issued all parts as separate sets. Therefore you can buy the etched brass fret (DS002 - £6.95), the 500lb bombs (DS003 - £1.00), 250lb bombs (DS004 - £1.50), depth charges (DS005 - £1.50), rocket projectiles (DS006 - £4.50), torpedo (DS007 - £2.00) and the flares (DS008 - £1.50). All of these except DS005 and DS008 require you to purchase the etched fret (DS002) as well, although once you have the fret you can buy the other items as required.

Subject: German Rudder Pedals

Scale: 1/48th **Product No:** MD-A48003

Type: Accessory Pack

Designed for: N/A **Parts:** Resin 6

Price: £2.95



MD-A48003

This set offers three complete sets of beautifully cast resin rudder pedals that are suitable for most WWII German aircraft types.

Subject: Focke Wulf Fw 190D-9 Cockpit Set

Scale: 1/48th **Product No:** MD-A48004

Type: Update Set **Parts:** Resin

Designed for: Any Fw 190D-9 kit

Price: £5.95



MD-A48004

This set offers a completely new resin cockpit for any 1/48th scale Fw 190D-9 kit. The main tub is beautifully cast with excellent details, to this is fitted the seat (without harness), rudder pedals, control column, gunsight and even sidewall details. The final item is a stunning instrument panel.

Overall each of these sets is stunning. The quality of casting and detail in each has to be seen to be fully appreciated and we can highly recommend them to all.

Our thanks to MDC for the review samples.

Information

Worldwide Enquiries: Model Design Construction, 1 Park Mews, Church Street, Riddings, Derbyshire. Tel/Fax: 01773 609700

Aires Hobby Models

Subject: Hurricane Control Surfaces

Scale: 1/48th **Product No:** 4035

Type: Accessory Set **Parts:** Resin 5

Price: £1.45



4035

This set offers replacement resin rudder, elevators and tailplanes for the Hurricane in this scale. Unlike the CMK set reviewed elsewhere, this set does not include the ailerons.

Subject: German WWII Aircraft Radio Sets

Scale: 1/48th **Product No:** 4045

Type: Accessory Set **Parts:** Resin 25

Price: £3.45



4045

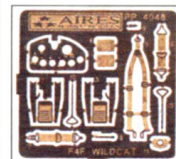
This set offers a mass of WWII German radio equipment, suitable for most of the well-known types. Both transmitter/receivers, tuning units, radar indicators and radio compass are included and this set is a real 'must' for any Luftwaffe modeller.

Subject: F4F-4 Wildcat Cockpit Set

Scale: 1/48th **Parts:** Resin 6, Etched 13, Acetate 1

Type: Cockpit Detail Set **Product No:** 4048

Price: £5.60



4048 (etched)

This set offers a completely new interior for the Tamiya Wildcat kit. A stunning resin tub is the main part, but to this are added the sidewalls, rear bulkhead, instrument panel and seat. To the instrument panel are added the etched front, with acetate backing film. A seat harness is also included for the new seat and the remaining etched details include the rudder pedals and various control levers etc.



4048 (resin)

Overall these items are to the usual high standard we expect from Aires. The excellent quality coupled with the low retail price certainly make them excellent value for money. Our thanks to Four Plus UK for the review samples.

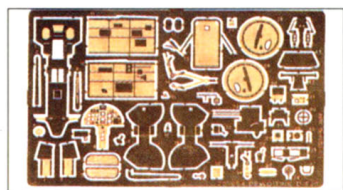
Information

Worldwide Enquiries: Aires Hobby Models, Cepiroby 115, 434 01 Most 1, Czech Republic
UK Source: Four Plus UK
Tel: 01702 559308

Eduard Model Accessories

Due to the sheer volume of sets from this source this month, we will restrict our reviews to a brief description only of what each set offers.

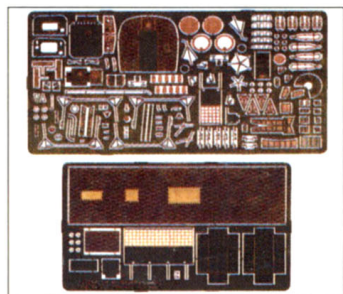
Subject: Dewoitine D.520 **Scale:** 1/72nd
Product No: 72-254 **Designed for:** Hasegawa kit
Type: Detail Set **Parts:** Etched Brass 48, Acetate 2
Price: £5.45



72-254

This set offers a completely new interior, instrument panel, radiator matrix, undercarriage wheel well details and new doors.

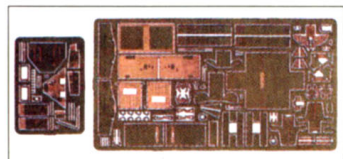
Subject: SH-3H Sea King **Scale:** 1/72nd
Product No: 72-256 **Designed for:** Fujimi kit
Type: Detail Set **Parts:** Etched Brass 175, Acetate 1
Price: £8.45



72-256

This two-fret set offers a mass of interior detail for both the cockpit and cargo bay areas. Externally you get an access ladder, tail rotor and main rotor details, a mass of antenna and blade aeriels and finally, some details for the depth charges and sonobouys.

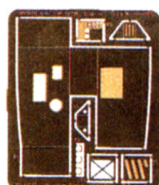
Subject: Lockheed SR-71A **Scale:** 1/72nd
Product No: 72-257 **Designed for:** Academy kit
Type: Detail Set **Parts:** Etched Brass 106, Acetate 2
Price: £6.45



72-257

This two-fret set offers details for both cockpit stations, with sidewall, instrument panel and seat details. Externally the main and nose undercarriage bays get internal details, new doors and linkage on each oleo leg. The final details include the sills and surrounds for each canopy.

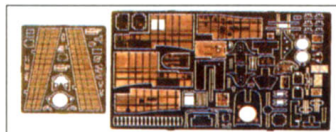
Subject: A-3B Skywarrior
Scale: 1/72nd **Product No:** 72-258
Type: Detail Set **Designed for:** Hasegawa kit
Parts: Etched Brass 102, Acetate 5
Price: £6.45



72-258

This twin-fret package offers the usual instrument panel, seat belts, side console and canopy details we all expect, plus details for the crew access point. Externally you get new doors and oleo details for each undercarriage unit, both fuselage and ventral air brakes, the tail skid and all the static discharge wicks for the elevators and ailerons.

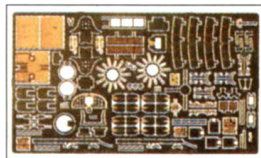
Subject: Ki-48 Lily **Scale:** 1/72nd
Product No: 72-259 **Designed for:** Hasegawa kit
Type: Detail Set **Parts:** Etched Brass 120, Acetate 3
Price: £6.45



72-259

This set totally updates the interior of this old Hasegawa (Mania) kit. Internally you get everything; sidewalls, floor, seats, instrument panels, ammo drums, radio equipment etc etc. Externally you get compression links for each oleo and a complete set of flaps.

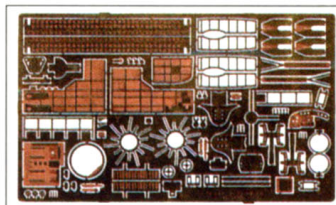
Subject: Mitsubishi G3M2/G3M3 Nell
Scale: 1/72nd **Product No:** 72-260
Type: Detail Set **Designed for:** Hasegawa kit
Parts: Etched Brass 95, Acetate 2
Price: £6.45



72-260

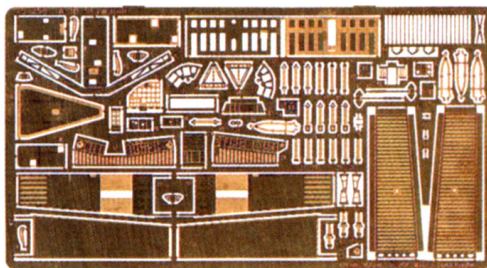
This set offers a cockpit update with new seats, harness, floor, rudder pedals, instrument panel and radio equipment. Externally there are new engine gills, bomb racks and bomb fins, torpedo fins and propeller, crew access door and ladder and ventral antenna masts.

Subject: Ki-49 Helen **Scale:** 1/72nd
Product No: 72-261 **Designed for:** Hasegawa kit
Type: Detail Set **Parts:** Etched Brass 78, Acetate 2
Price: £6.45



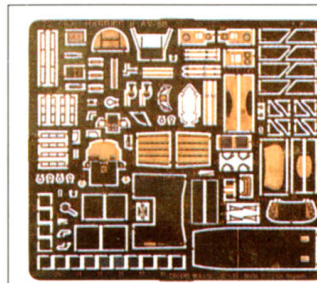
72-261

This sets offers new sidewalls, instrument panel, seats, radio and gunners position



equipment for the interior. Externally there are the ignition harness for each engine, new details for each undercarriage door, bomb door details, crew access ladder and fins for each bomb.

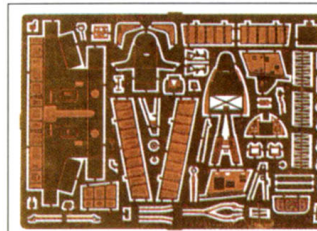
Subject: AV-8B Harrier **Scale:** 1/72nd
Product No: 72-263 **Designed for:** Heller kit
Type: Detail Set **Parts:** Etched Brass 122, Acetate 4
Price: £5.45



72-263

This offers a new harness for the ejection seat, side console details, a new instrument panel, HUD and canopy details (including MDC). Externally there are replacement louvers for the exhaust nozzles, a new airbrake, formation light strips, undercarriage doors, auxiliary intake doors, sidewinder missile fins and a mass of antenna.

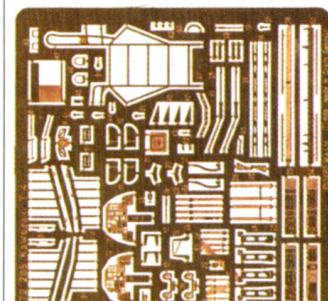
Subject: Hawker Hurricane Mk IIC
Scale: 1/72nd **Product No:** 72-264
Type: Detail Set **Designed for:** Academy kit
Parts: Etched Brass 87, Acetate 2
Price: £5.45



72-264

This set offers a completely new cockpit framework, seat, instrument panel and cockpit canopy details. Externally there are the anti-dazzle guards, aerial mast a new wheel well insert, radiator matrix and shutter, crew access step and a complete set of flaps. A neat set, but why add it to such an inaccurate kit?

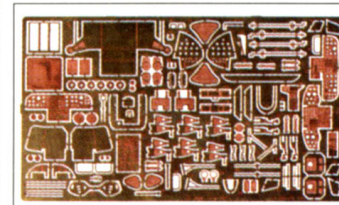
Subject: Kawasaki T-4 **Scale:** 1/72nd
Product No: 72-265 **Type:** Detail Set
Designed for: Hasegawa kit
Parts: Etched Brass 76, Acetate 3
Price: £5.45



72-265

In this you get ejection seat harness, side console details, instrument panels and sidewall ribbing. Externally there are new doors for the nose wheel, linkage for the main oleo legs, a number of blade antenna and a crew access ladder. One point to note with our example was that it had one of the first mis-formed etched elements I have ever come across. Check your set well, as you may find that parts 27, 26, 25 and 53 are all affected like our example.

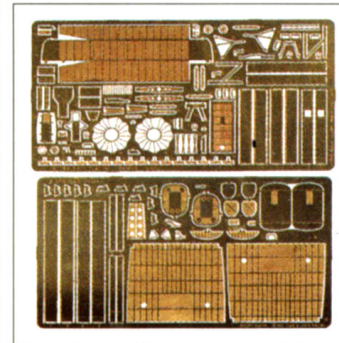
Subject: KV-105 II/-3, -4, -5
Scale: 1/72nd **Product No:** 72-266
Type: Detail Set **Designed for:** Fujimi kit
Parts: Etched Brass 114, Acetate 2
Price: £6.45



72-266

Once again you get a mass of interior details, with new instrument panels and seat details and harness. Externally there are details for the rotor head, mirror assemblies and a mass of antenna, grab rails and accessories for the entire airframe.

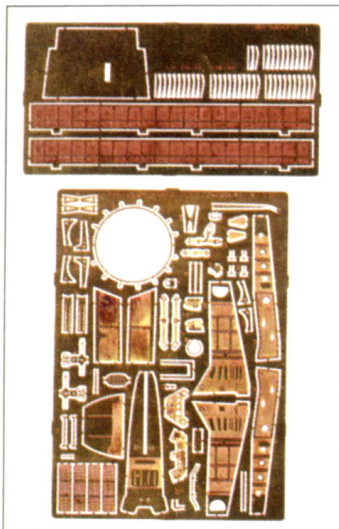
Subject: S2F Tracker - Exterior
Scale: 1/72nd **Product No:** 72-268
Type: Detail Set **Designed for:** Hasegawa kit
Parts: Etched Brass 151
Price: £8.45



72-268

This is a two-fret set and it offers an entirely new bomb bay, nose wheel well, undercarriage doors and main wheel wells. On top of this there are details for the main oleo legs, undercarriage doors, engine ignition harness, wing slots and finally a mass of whip and blade antenna for the airframe.

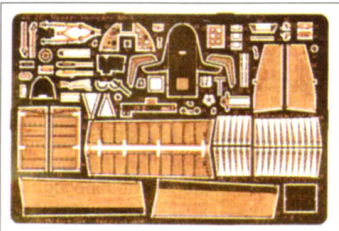
Subject: Focke Wulf Ta 152H-1
Scale: 1/48th **Product No:** 48-224
Type: Detail Set **Designed for:** Dragon kit
Parts: Etched Brass 96, Acetate 2
Price: £6.45



48-224

This set is well timed, with the reissue of the kit due very soon. It offers a number of cockpit details including a new instrument panel, sidewall details, rudder pedals, seat belts, rear bulkhead armour and upper decking. Externally there are cowl flaps, a new screen for the air intake, revised tail wheel linkage and a completely new undercarriage bay. The final detail included is a complete set of flaps (with over 21 ribs a side!).

Subject: Hawker Hurricane Mk II
Scale: 1/48th **Product No:** 48-232
Type: Detail Set **Designed for:** Hasegawa kits
Parts: Etched Brass 98, Acetate 3
Price: £6.45



48-232

In this scale, you get a new seat (with harness), various sidewall details, instrument panel (with acetate backing), rudder pedals and canopy handles. Externally there is a new flap for the radiator, a complete set of flaps, trim tab and rudder actuating linkage, carburettor intake screen and various details for the undercarriage bay.

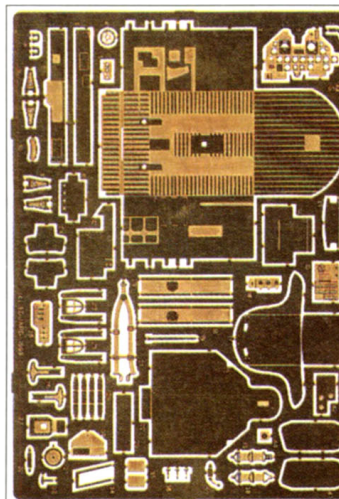
Subject: Bell UH-1N Twin Huey
Scale: 1/48th **Product No:** 48-235
Type: Detail Set **Designed for:** Italeri kit
Parts: Etched Brass 159, Acetate 1
Price: £6.45

This set offers a new instrument panel, seat belts and cargo bay lap-straps for the interior. Externally there are details for the machine gun mounts, rocket launchers, main rotor head and a mass of panels, latches and antenna for the airframe.



48-235

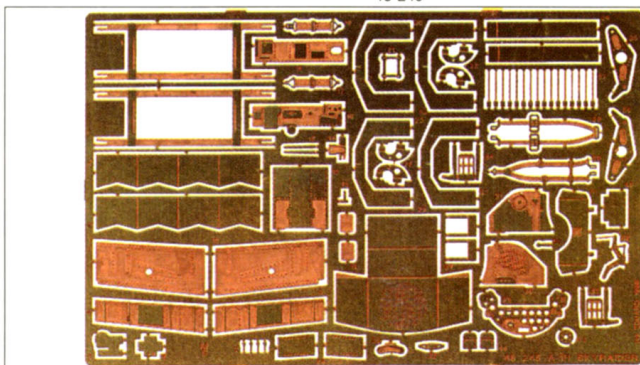
Subject: Republic P-47N Thunderbolt
Scale: 1/48th **Product No:** 48-236
Type: Detail Set
Designed for: Revell/Monogram kit
Parts: Etched Brass 122, Acetate 2
Price: £6.45



48-236

This set tries to deal with the problem in this kit, in so far as it offers a completely new interior. The kit example, although good, makes the cockpit area cramped, while this offers a completely new cockpit tub in brass. A new seat and harness are also included, as well as the usual instrument panel with acetate backing film. The other details in the kit include new wheel wells, undercarriage doors, tailwheel doors, pylon sway braces, HVAR and bomb fins and supercharger air outlet doors.

Subject: Douglas A-1H Skyraider
Scale: 1/48th **Product No:** 48-245
Type: Detail Set **Designed for:** Tamiya kit
Parts: Etched Brass 73, Acetate 1
Price: £6.45

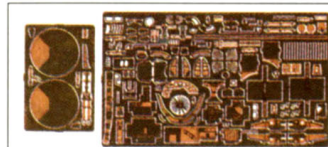


48-245

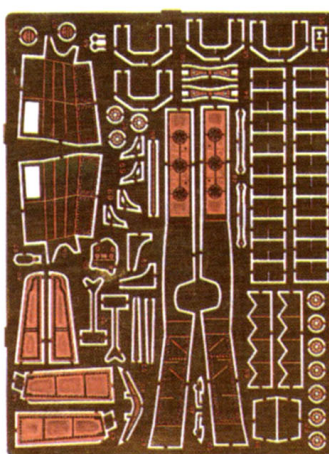
This set offers the usual cockpit update, with a new instrument panel, side console details and seat harness. On the outside of the

airframe you get an oil cooler matrix, engine air intake actuators, wheel well details and HVAR and bomb fins.

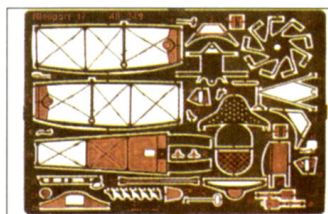
Subject: Junkers Ju 88A-4 **Scale:** 1/48th
Product No: 48-246
Type: Detail Set **Designed for:** Revell/Dragon kit
Parts: Etched Brass 147, Acetate 7
Price: £6.45



48-246



This twin-fret set offers the various levers on the side consoles, rudder pedals, ammo boxes, seat harness, sidewall details, radio equipment, navigator's folding seat and a new instrument panel for the cockpit interior. Externally there is the DF loop, framework for the forward canopy section, cable fender, gun sights, engine nacelle instrument clusters (with acetate backing film), engine

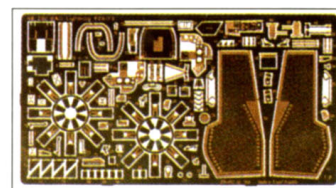


48-249

Subject: Nieuport Ni-17
Scale: 1/48th **Product No:** 48-249
Type: Detail Set **Designed for:** Eduard kit
Parts: Etched Brass 40, Acetate 3

Price: £5.45
 Once again this set offers mainly interior details. There is a new framework for each cockpit side, a new seat and harness, throttle and mixture controls and the machine gun cocking levers. Externally there are details for the tail skid and undercarriage struts, various control wire horns, engine details and a couple of conversion parts such as the canopy screen and support framework on the upper wing centre section.

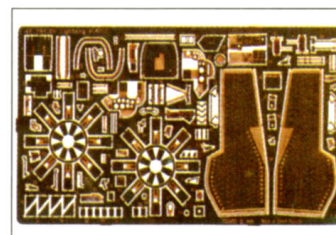
Subject: E.E. Lightning F.2A/F.6 **Scale:** 1/48th
Product No: 48-250 **Type:** Detail Set
Designed for: Airfix kit
Parts: Etched Brass 108, Acetate 3
Price: £6.45



48-250

Internally this set offers new seat harness, instrument panel (with acetate backing film), rudder pedals, side console details and rear decking details. On the outside there is a new nose wheel door, main wheel well roofs, canopy details, cannon port, exhaust ring, new fins for all the missiles and finally a number of antenna.

Subject: E.E. Lightning F.1/F.3
Scale: 1/48th **Product No:** 48-251
Type: Detail Set **Designed for:** Airfix kit
Parts: Etched Brass 108, Acetate 4
Price: £6.45



48-251

This set is similar in the details it offers to the previous example, only this one features the different instrument panels and side console details for the F.1 and F.3 versions. Other than this, the set details the same areas as 48-250.

Overall each of these sets will add details to the intended subject and save you a great deal of time.

Our thanks to Four Plus UK for the review samples.

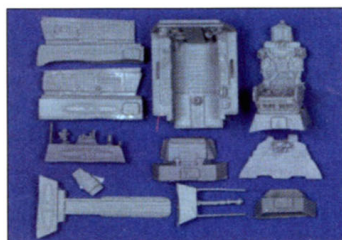
Information

Worldwide Enquiries: Eduard MA
 (see Advertisers Index)
UK Source: Four Plus UK (01702 559308)
 & Hannants (01502 517444)

FM Models

Subject: Mikoyan MiG-21PF **Scale:** 1/48th
Product No: 489806 **Type:** Cockpit Detail Set
Designed for: Academy kit
Parts: Resin 13, Etched Brass 19, Acetate 3
Price: £TBA

This set offers a complete update to the cockpit interior of the Academy kit. A new resin tub is the main piece, into which goes a stunning ejection seat. The remaining resin pieces include the rear bulkhead, sidewalls, ejection seat rail, gun sight

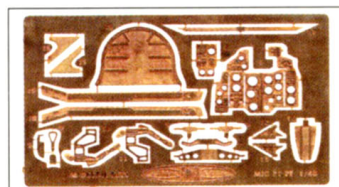


489806 (resin)

projector, control column and personal survival equipment socket for the ejection seat. There is also a resin instrument panel backing piece over which goes the acetate

film and etched-brass front. Other etched parts include details for the ejection seat, the rudder pedals and canopy sill details.

Overall, this is a beautiful product, which will add on much detail to the



489806 (etched)

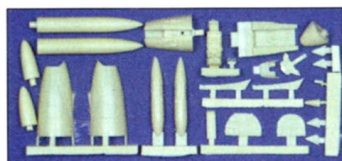
Academy kit. The finesse of casting and level of detail on all the resin parts has to be seen to be fully appreciated, and this set is certainly one which will benefit from careful painting and dry-brushing.

Our thanks to FM for the review sample.

Information
Worldwide Enquiries: Formatek Kereskedelmi Kft., 1011 Budapest, Iskola u. 37-39, Hungary. Tel/Fax: 213 6675 email: formatek@mail.datanet.hu
UK Source: Hannants (Tel: 01502 517444)

PJ Production

Subject: Hawker Hunter F.58 **Scale:** 1/48th
Product No: 481107 **Type:** Conversion
Designed for: Academy kit **Parts:** Resin 24
Price: £TBA



481107

This set is designed for use with the Academy FGA.9 Hunter kit. There is a completely new resin cockpit tub and ejection seat, both of which correct and update the terrible ones in the kit. The resin instrument panel could be further enhanced with the addition of instrument faces from the Reheat range once the resin panel is drilled out. The other item added to the cockpit area is a new instrument panel coaming. Externally you get a new lower fuselage insert, with the blast

eliminators on the cannon and an entirely new nose. The cannon breech blisters with the revised gas ports are also included and all of these are direct replacements for the kit parts. Surgery will be required to cut off the exhaust/extreme fuselage and the tip of the fairing on the vertical fin. Two additional tanks are included for each wing and onto these go the 675 ltr. drop tanks

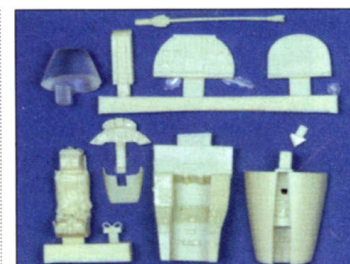
Subject: Hunter FR.10 **Scale:** 1/48th
Product No: 481108 **Type:** Conversion
Designed for: Academy kit **Parts:** Resin 11
Price: £TBA

This set is similar to the previous example,

although the new nose section is supplied in clear resin to represent the camera housed at this point. Once again the cockpit is fully updated and you get the new gun troughs and tail/exhaust unit.

Subject: Hunter GA.11 **Scale:** 1/48th
Product No: 481109 **Type:** Conversion
Designed for: Academy kit **Parts:** Resin 12
Price: £TBA

This set is designed for the Academy F.6 kit. It offers a completely new cockpit tub and ejection seat. The chin insert deletes the cannons and the entire nose is replaced with a clear resin example. The final items are the



481109

buffer block and tail hook for underneath the rear fuselage.

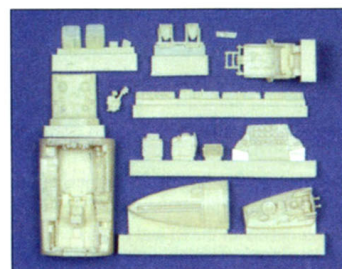
Each of these conversions can be most highly recommended to all. The quality of the resin components is excellent and the level of detail on areas such as the ejection seat is stunning. Hopefully the ejection seats will soon be released separately by PJ Production.

Our thanks to PJ Production for the review samples.

Information
Worldwide Enquiries: PJ Production, Rue A. Bodson, 38, B-6280 Gerpinnes, Belgium
UK Source: Avia Imports and Hannants

Cutting Edge

Subject: Republic F-84E/G Cockpit
Scale: 1/48th **Product No:** CEC48123
Type: Update **Designed for:** Tamiya kit
Parts: Resin 19
Price: £16.95



CEC48123

This set offers a stunning upgrade to the cockpit area of the Tamiya kit. The main resin part is a new tub, which has amazing levels of detail on the floor, side consoles and bulkhead. A beautifully detailed ejection seat is also included, with the seat harness moulded on to it. The other resin parts include the rudder pedals, the gunsight support frame and a complete A-4 gunsight. There is also a Mk 18 gunsight included and to go with this the gunsight

control panels include those for the A-1CM, A-4 in early and late versions and the Mk 18. A complete instrument panel, with full detail at the back is included, and this is good as this area is exposed through the canopy and modellers are advised to add all the pipework behind this panel. The seat head armour and the upper decking and canopy framework are also included. The final items include the slotted speed brake and the inserts for the auxiliary air bleed doors for the F-84E version. These latter items can also be installed for the initial batch of F-84G's as well, as these did not have the bleed doors included.

This is a stunning set highly recommended to all. The level and finesse of the detail in the cockpit tub has to be seen to be believed and the comprehensive instructions will leave you with no questions about the installation of the various pieces in your model

Our thanks to Cutting Edge for the review sample.

Information
Worldwide Enquiries: Cutting Edge Modelworks, P.O. Box 3956, Merrifield, VA 22116, USA
UK Source: Hannants (Tel: 01502 517444)

Matador Models - Airfield Accessories

Subject: Albion AM 463 RAF G.S. Truck
Scale: 1/72nd **Product No:** AA72.12
Type: Accessory **Parts:** Resin 7, Metal 28
Price: £TBA



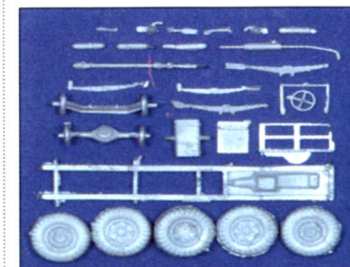
AA72.12 (resin)

This is the latest addition to the Airfield Accessory series within Matador Models range and it offers the Albion AM 463 truck, as seen in the early stages of the war in use by the RAF (amongst others). Most of these trucks went with the BEF to France and many were left behind after the Dunkirk evacuation, so there were examples being operated by the German forces until 1942.

The main resin parts comprise the rear body, canvas cover, bonnet and mudguards, cab, cab interior and fuel tanks. The metal parts make up the rest of the model with the chassis, suspension, axles, wheels and all ancillary equipment.

As with all kits in this range they are well

produced and only a couple of easily-hidden air bubbles were seen in the resin parts of our example. The manufacturer does tell me that they omitted to include the framework for the back bodywork, so that you would have to make this from scratch if you chose not to have the canvas cover up, but apart from this minor oversight, it's a stunning kit and one which can be recommended to all those experienced in building resin and metal vehicles. Our thanks to Matador Models for the review sample.

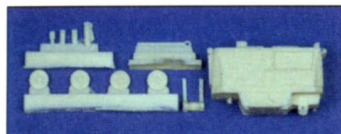


AA72.12 (metal)

Information
Worldwide Enquiries: Matador Models, 6 Cliffe Road, Barton-on-Sea, New Milton, Hants. BH25 7PB

Model Art Decal System

Subject: French A.F. - Ground Power Unit (1970 to current) **Scale:** 1/72nd
Product No: M.A.KIT 003 **Type:** Accessory
Designed for: N/A
Parts: Resin 11, Etched Brass 46 & Decals
Price: £TBA



M.A.KIT 003 (resin)

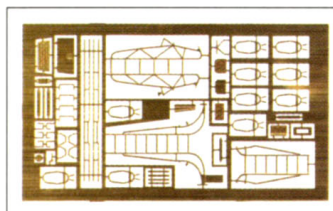
This kit offers the ground power unit that has been a common feature of most Armée de l'Air and Aéronautique Navale airfields since the 1970's. This type of generator is used for all aircraft types with the exception of the Mirage 2000 and

can also be seen in use at many civil airports.

The item itself is mainly made of resin, with the main body, wheels, front bogie, towing bar, cable connectors and fire extinguisher. The photo-etched fret contains the cross-members, cable racks, control panel door, ventilation grill, towing bracket, lower corner handles, cable hanging hooks and the towing bar handles. Having made up the generator you will see that there are a number of other items on the etched fret, which are access ladders for the following aircraft types;

- Mirage F-1
- Mirage III
- Two-seat Mirage III
- Single-seat Jaguar

There is also a selection of wheel chocks included.



M.A.KIT 003 (etched brass)

Being produced by Model Art Decal System, this item does come with a complete decal sheet for all markings on this unit. The anti-collision bands, control panel and two sets of numbers (white or yellow) are included on a little sheet.

Overall this is a very well produced item that can be recommended to all. The quality of all the elements of this kit cannot be faulted and the overall result is of the highest standard. If you have suitable subjects to place this item alongside (and there are many to choose from), then I am



M.A.KIT 003 (decal)

sure you will enjoy making this little gem.

Our thanks to Model Art Decal System for the review sample.

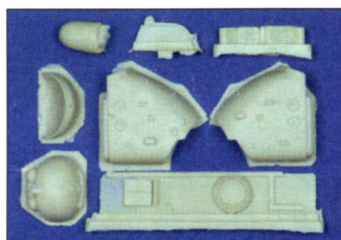
Information

Worldwide Enquiries: Model Art Decal System, P.O. Box 64, Bury, Lancs. BL9 0SF
 Tel/Fax: 01706 82750

ROTORcraft

Subject: Westland Wessex HAS Mk 3
Scale: 1/72nd **Product No:** Kit No. 2
Type: Correction Set **Designed for:** Revell kit
Parts: Resin 9

Price: £TBA
 This set corrects and updates the Revell kit and the first item to be replaced with the resin parts are the seats (Kit Part No. 2). The entire fuselage underside (Pt. No. 26) is



Westland Wessex HAS Mk 3 correction and update.

replaced with the resin version. The entire

nose and lower engine bay are replaced and a little cutting will be required to remove excess resin to allow the kit's cockpit details to be fitted. The only other part replaced is the radome and fitted to the kit is the new cabin door refuelling point, which is supplied as a resin part.

Overall this is an excellent conversion from Rotorcraft. The work required to complete it means that this is not one for the novice, but if you have experience with resin conversions and you like the subject

matter, this item can be highly recommended. All bodes well for the next releases from this firm.

Our thanks to Rotorcraft for the review sample.

Information

Worldwide Enquiries: Rotorcraft, Suite 120 Postnet, Private Bag X11, Craighall 2024, South Africa. Tel: + +27 11 462 3549
 Fax: + +27 11 462 6142
 Email: albertn@global.co.za

Aardvark Creations

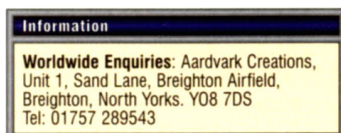
Subject: Lockheed P322 Lightning Mk I
Scale: 1/48th **Product No.:** N/A
Type: Conversion
Designed for: Hasegawa P-38F/G/H kits
Parts: Resin 10, White Metal 14

Price: £TBA
 This set allows you to make the Lightning Mk I operated by the RAF and basically what you have is a slightly revised version of the original conversion released by Blueprint Models a few years ago. This conversion can only be used with the Hasegawa P-38 kits, as the diameter of the engine booms are different to those in the Academy example and this conversion will not fit the latter kit. The main resin parts are the new engine nacelles, the smaller spinners and the blanking plates for the front and rear boom intakes and two carburettor intakes. The remaining parts

are in white metal and they comprise the exhaust pipes, control column, radiator flaps and all six propeller blades. In the original Blueprint example these parts were all in resin, so this example is an improvement on that.

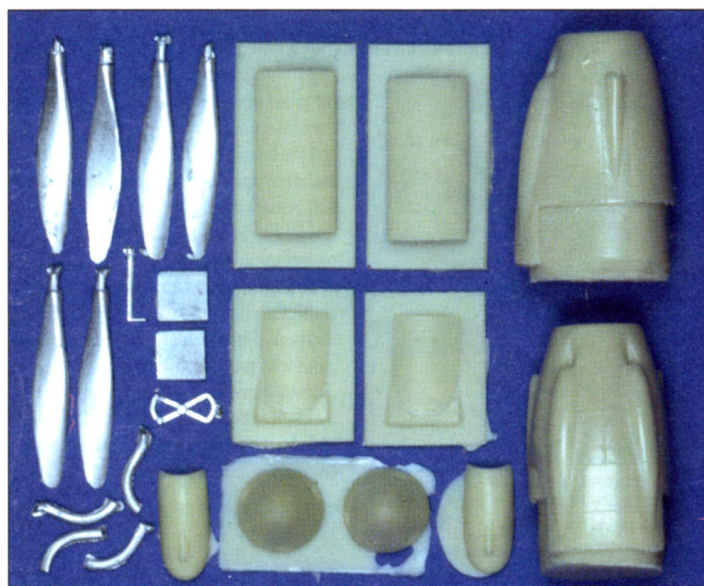
This conversion will require careful use and some surgery to the kit parts, but overall it can be recommended to all. If you missed the Blueprint example before, don't miss the Aardvark one now.

Our thanks to Aardvark Creations for the review sample.



Information

Worldwide Enquiries: Aardvark Creations, Unit 1, Sand Lane, Brighton Airfield, Brighton, North Yorks. YO8 7DS
 Tel: 01757 289543



The components of the Lockheed P322 conversion

Teknics

Subject: Republic F-84G Landing Gear
Scale: 1/48th **Product No.:** TK48069
Type: Update **Designed for:** Tamiya kit
Parts: Resin 2, Metal 4

Price: £18.95
 This set offers a new, and highly detailed, nose wheel well for the Tamiya F-84G kit and a complete new set of undercarriage legs cast in metal. The wheel well is cast in



TK48069

resin and also comes with a new bulkhead, which fits into the nose area of the kit and allows the new wheel well to be attached to it. The level of detail in this wheel well is

stunning and a huge improvement on the kit parts.

The remainder of this set is metal, and comprises a new nose oleo and retraction strut, and two new main oleo units. The level of detail on these is amazing and the finesse of casting allows even the pipework to be installed. The material used for these is gold colour (they are brass), but is not soft like the more usual white metal, so these units will obviously be more robust than the plastic ones in the kit, especially if

you install the excellent cockpit update from Cutting Edge as well!

Overall, another excellent product, beautifully produced and well worth having.

Our thanks to Teknics/Meteor Productions for the review samples.

Information

Worldwide Enquiries: Meteor Productions (see Cutting Edge address elsewhere)
UK Source: Hannants (Tel: 01502 517444)

Focke Wulf Ta 154 V3

**1/72nd
SCALE**


Technical Data

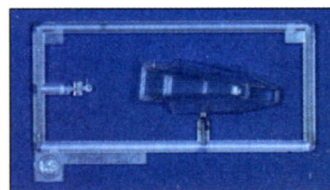
Manufacturer: Hasegawa
Scale: 1/72nd **Price:** £TBA
Type: Injection Moulded Plastic
Parts: Plastic 88, Clear 2
Decal Options: 1
Manufacturer: Hasegawa Seisakusho Co., Ltd., 3-1-2 Yagusu, Yaizu, Shizuoka, 425-8711 Japan
UK Importer: Amerang, Commerce Way, Lancing, West Sussex, BN15 8TE
 Tel: 01903 765496 Fax: 01903 765178

The Kit

It was quite a shock to hear that this kit was actually a reality from this source. I must say that I would not have expected this subject to be of great interest to a mainstream manufacturer, but then again Dragon and Revell-Monogram are sharing the new 1/48th scale tooling, so there is obviously interest there. I wonder if this kit has anything to do with the larger scale example, only time will tell.

The kit itself is moulded in the usual medium grey plastic we all expect from

Hasegawa. Panel lines are engraved and the level of detail offered is good. The cockpit interior has bulkheads, seats and instrument panels, although all side console and instrument panel details are supplied as decals. The chin mounted MG151's are supplied as inserts, so this points towards other examples of this machine in the future. The other point to note is that two styles of nose cone are on the sprues, and the

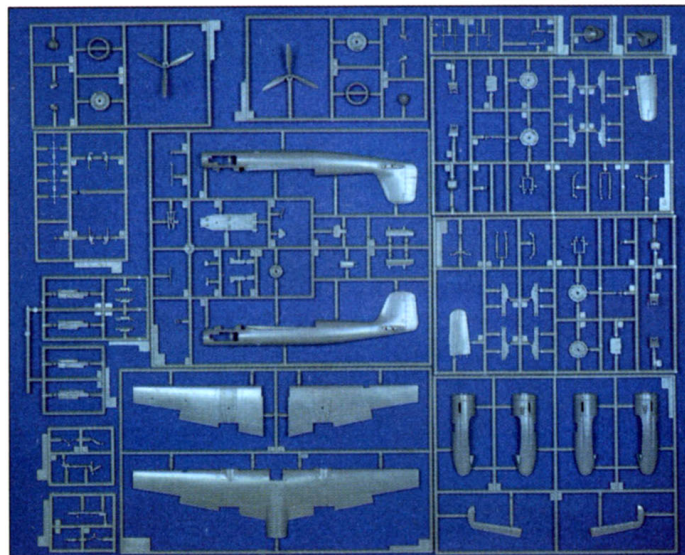


The clear sprue

wing tips and ailerons are moulded as a separate piece, all of which point to other variants. The rather complex undercarriage is well detailed and the FuG radar antenna of this version, although supplied as injected plastic, are quite fine. The canopy is only supplied as a single piece, but I am sure a vacuum-formed example will soon be released.

Colour Options

Only one option is offered in this kit;



The main sprues for the Ta 154V3

• 1. Ta 154 V3, W/Nr. 100003, TE+FG. This machine is RLM 74/75 over 76 with a light mottling on the fuselage sides.

No comment can be made about the decals, as the example we had did not have any. However, I am sure that they will be up to the usual high standards we all expect and we do note that the instructions note the position of the tail swastika, so I suspect some nation's examples (including the UK) will actually include this marking on the decal sheet.

Conclusion

This kit certainly looks good. As with all recent Hasegawa 1/72nd scale kits, there is scope for extra detailing in the cockpit area, but I am sure that the kit will build up into a very good representation of the type directly from the box.

Overall this is a stunning little kit and one which can be unreservedly recommended to all. Hopefully UK shipments of this kit will be in by the time you read this, so go out and buy one!

Yak-3 'Normandie-Niemen'

**1/48th
SCALE**


Technical Data

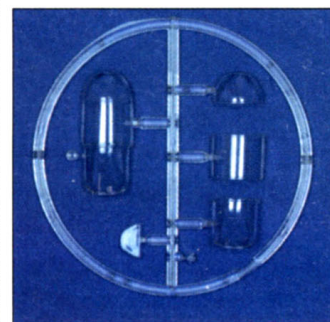
Manufacturer: Eduard
Scale: 1/48th **Price:** £TBA
Type: Injection Moulded Plastic
Parts: Plastic 54, Clear 5
Decal Options: 4
Manufacturer: Eduard MA (see Advertisers Index)
UK Source: Hannants & Four Plus UK

The Kit

The example we have here is a test shot, although it is to final quality and therefore gives a very good overview of what production examples will look like.

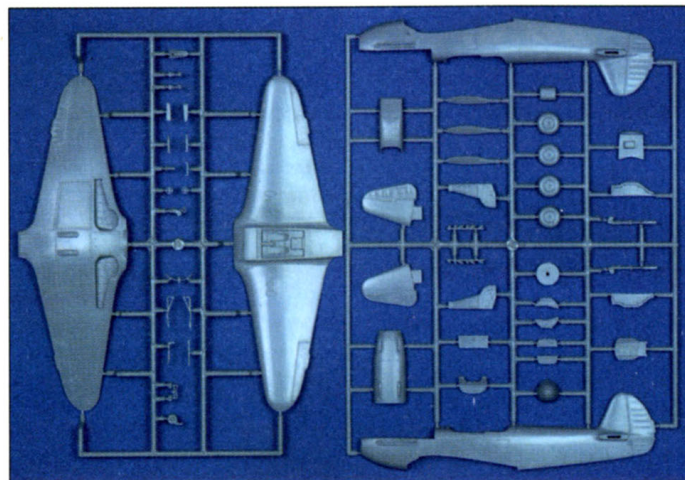
The two main sprues within the kit are in a dark grey and are of the quality we would expect from all the mainstream manufacturers. The only indication of the LTM technology used is the presence of some ejector tower marks inside each wing panel, although these may not be in the production examples. The wings are moulded in upper and lower sections, with

the upper example also having the fuselage floor moulded integrally to it and the bottom one having the undercarriage wheel wells moulded in as well. Surface detail is excellent with all panel lines engraved and the fabric effect on the control surfacing being slightly raised. The cockpit interior is limited to the aforementioned moulded floor, seat base and back, control column and instrument panel with raised instrument dials). Sidewall framework and side consoles are moulded to the inside of each fuselage half. The clear sprue, which is on a round sprue (rather odd looking), offers the canopy as a



The odd round clear sprue

single piece, or as three sections to be posed open. The armoured glass panel behind the pilot's head is also included on this sprue.



The two main sprues

Colour Options

There are four options in this kit and they are:

- 1. A Yak-3 flown by Lt. Roger Sauvage, with 16 kills, in East Prussia in late 1944.
- 2. A Yak-3 flown by Lt. Maurice Armager, also in East Prussia in late 1944.
- 3. 'White 12' flown by S. Phalle in late 1945.
- 4. A Yak-3 flown by Col. Louis Delfino the commander of Normandie-Niemen, in East Prussia in May 1945.

We have no idea of the detailed colour schemes for each of these options, as the instructions were only in prototype form, nor do we have an example of the decal sheet.

Conclusion

Well, Eduard are certainly no longer in the 'limited' injection moulded field, as this kit is more like a mainstream injection moulded kit. The level of detail, although not as crisp in some areas as we have seen elsewhere, is good. The overall finish and presentation of the kit makes this the best we have seen from Eduard so far.

We can certainly recommend this new kit to all, once it is readily available, and I am sure that its construction will be within the capabilities of all modellers.

Our thanks to Eduard MA for the chance to see this test shot.

Xuron

Having had a look at some of the items within the Xuron range last month (See Vol 4 Iss 12 Page 777), we have received a number of other items from the range which will be of great interest to all our readership.



AA-SA - Tweezers

This set of rounded, straight-tip tweezers are for general use. They are 5" (130mm) long with a constant taper to the tips, which are smooth and without any internal grip. They also come with a flexible rubber cover for the tips to protect them from damage, and from damaging you (they are very sharp!)



00-SA - Tweezers

This set of tweezers are also for general use, but they are very strong when compared with the previous examples. They come with the rubber cap for the tips and due to their strength will be more useful for those tasks which require a bit of force.



7-SA - Tweezers

This set of precision tweezers offer curved tips to get into all those tricky places! Once again the tips can be protected with the rubber cap included.



9005 - Tapered Head Shears

These shears offer precision cutting, but due to the narrower cutting jaws, they will get into tighter locations (good for the smaller scale stuff!). The cutting head is alloyed steel and they will precision cut thread to 14 AWG soft wire. The soft grips make the tools very comfortable to use and once again the spring used to tension the jaws is situated in one handle. This does mean that the jaws can be fully opened, something that many cutters will not do.



90118 - Modeller's Scissors

This set of scissors have stainless steel blades that are hardened for better durability. The big finger loops are excellent, as there is nothing worse than working with scissors that you get stuck on your finger, just at that complex stage of the model! These scissors will cut Mylar, fabric, styrene, foil and even soft aluminium (<0.005") and brass (<0.016").



90115 - 2 ounce dispensing bottle

This bottle comes with a needle adaptor and 0.010" capillary tube. The bottles will control the application of a number of fluids, including solvents.

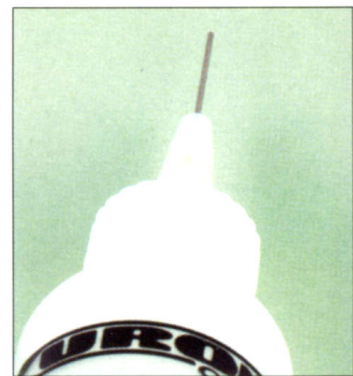
90116 - 2 ounce dispensing bottle

This is a similar dispensing bottle to the previous example, although this one comes with a 0.020" capillary tube to allow a faster flow of the fluids etc within.

All of the Xuron range are of the highest quality and all of the tools shown here will be of great use to any modeller. The tweezers are of the highest quality and although I am sure you may well have some, just take a look at the Xuron ones, they are the best! The shears

and scissors are the best I have come across and I can see the need for a couple of pairs of the scissors (one for plastic, one for foil, one for tape etc!). The dispensing bottles have a mass of uses, they are resistant to most solvents and they would be ideal for precision application of decal solvents to start with.

Distribution of the Xuron range should increase in the UK and Europe, so these items will become more readily available, but for those in America you should be able to obtain them from all good hobby and craft stores.



Information

Worldwide Enquiries:

ZED Group Inc., IMC Box 6475, 248 Broadway, Chelsea, MA 02150, USA.
Tel: 617 889 2220 Fax: 617 889 0170
Email: Zedgroup@worldnet.att.net

Manufacturer:

Xuron Corporation., 60 Industrial Park Road, Saco, Maine 04072-1840, USA
Tel: 207 283 1401 Fax: 207 283 0594

Scale-Mask

Many of you will have heard of the Birdman masking system from Japan (or maybe not!). Well, these excellent new pre-marked canopy masks are now being marketed by Scale-Mask and are therefore more readily available in the UK and USA.

48-SP06 F-84G (Tamiya)

This sheet offers all the necessary masks for the Tamiya kit. There are two complete set of masks included and they are numbered in sequence from the front to back of the canopy. This is probably the only downside to the product, as there are no instructions showing exactly where each of the numerous masks go.

Each mask has to be carefully cut from the sheet, which is vinyl, and then positioned on the canopy. The interior should also be masked with the usual masking tape, and then you can spray the interior and exterior colours as usual. Once dry, the masks can be removed and I think that they will remain useable for a number of times if you return them to the original backing sheet.

Overall these masks are a better idea than using self-adhesive framing. This system allows you to use the same colours as you have on the rest of the model and



there is no risk of the adhesive giving up the ghost and the tape canopy frames peeling off after a while! As the masks can be used a number of times they are good value and I for one am all for systems that make canopy masking easier, as it is one task I still can't do well.

Our thanks to Scale-Mask for the review sample.

Information

Worldwide Enquiries:

Scale-Mask, Western Aviation Dist., Co., San Francisco, CA, USA

Virtual Industries Inc.



This company have produced an excellent new modelling tool which we came across during the recent Chicago Toy and Hobby Fair.

Model Pal

Basically this is a handling tool with a multitude of uses. The bulb at the top of the item is squeezed, then the tip is placed on the item and once the bulb is released the suction will hold the item to the tip. To give added versatility it comes with three sizes of tip and the photograph with this review shows the largest version fitted.

The tool can be used to hold all small items whilst model making, such as clear parts. The ability to grip the piece without using the edges means that the likelihood of spreading glue etc onto the part in error will be greatly reduced. The item can also be of great use when handling etched pieces as well, and you can certainly use it whilst painting such things as etched instrument panels etc. The three sizes of tip mean that

you can literally hold any components, the smallest tip will hold all curved items as well, as the suction is confined to a very small area. The manufacturer also states that the tool can be used for decals. I must say that we have not tried this, so some experimenting will be called for.

Overall this is an excellent new item, why haven't we seen it before! There are a multitude of uses for it and it should be added to everyone's tool box.

Virtual Industries are looking for worldwide distribution of this item, so any company interested should contact them directly.

Our thanks to Virtual Industries Inc. for the review sample.

Information

Worldwide Enquiries:

Virtual Industries Inc., 2130 Victor Place, Colorado Springs, CO 80915, USA
Tel: 719 572 5566 Fax: 719 572 5504
Email: dpalmer@virtual.ii.com

Schneider Industries

Another little modelling tool that came to our attention at the Chicago Toy & Hobby Fair was this excellent set of vacuum attachments from this manufacturer.

200-3 Mini Vac Attachments

This set, offered in a poly bag, gives a number of attachments for any type of vacuum cleaner. The set comprises an adaptor and hose, a curved and straight extension, a crevice tool, and an oval and



round brush. The adaptor has a secondary fitment that will ensure that it fits all current types of standard vacuum hose. The front of the adaptor also has a set of vents, which will allow you to reduce the overall level of suction through the attachments.

This is a product which, although not just aimed at modellers, has great potential. There are many times when you will wish to clean the display case, or even have a go at cleaning a model. The latter idea is probably not a good one with fragile models, but if you have die-casts in your collection, this tool will allow safe cleaning of them. My interest in this set was not based on their use for cleaning models, but for that onerous task, cleaning the work bench. Now we all know that no-one is allowed anywhere near the workbench, but occasionally you have to clean it off,



basically so you are no longer working at a 45 degree angle on all the junk! There are various ways of doing this, but the household vacuum is just a big part-eating monster, so these attachments should reduce the number of parts that disappear up the Hoover by 95%. Really small stuff will go up the tube I know, but overall it is a great improvement over the usual number that your Hoover can eat.

Overall I think that this is an excellent product. We hope that UK and European stocks of this product will soon be available, but those of you in the USA can already obtain this set. With a \$9.95 retail price, this set offers excellent value (consider \$40.00 worth of etched brass and resin interior going up the Hoover!) and we can therefore recommend this set to all.

Schneider Industries are looking for worldwide distribution of their entire range of accessories, so any companies that are interested should contact them directly.

Information

Worldwide Enquiries:

Schneider Industries, 1210 Pike Lane #1,
Oceano, CA 93445, USA.
Tel: 805 473 1033 Fax: 805 473 1028
Email: PikeLn1210@aol.com

Microbrush Corporation

Yet another excellent product we came across in Chicago

Hobby Microbrush

These were originally created for the medical industry but basically they are a precision applicator. The head is made of non-linting, non-absorbent fibres and this allows you to use them to apply small amounts of adhesive, solvents and paints. The liquid is suspended between the fibres, thus ensuring no dripping. The liquid can be directly applied with precision without the risk of spillage.

The applicators are mounted onto a plastic rod, which can be bent near the tip to manipulate the tip into difficult locations. There are two types of tip available, with the new fine version being released at the Chicago show, and each pack of 25 items retails for about \$1.95. The manufacturer also showed that the fibre tip can be pulled off and the resultant tip used as a very small applicator.

We have tried these microbrushes for a few weeks now and found them to be extremely useful. They cannot be used for the application of superglue, as the fibres will be bonded together by it. Other than this we have tried all paints, solvents and glues and found them all to have no adverse effect on the microbrush. They are also excellent for applying precise amounts of Micro Sol and Set decal solutions. You can even apply a single drop under a decal once you have split the offending 'bubble' in it. They are also useful to apply small areas of paint for touch-up work and finally they are great for polishing glazed components once



installed in a model. I found the Final Touch canopy polish was easily and effectively applied to small areas of canopies etc.



These are excellent and you will find a mass of uses for them. Hopefully Microbrush will be able to distribute these items into the UK and Europe and they will therefore become readily available in the near future.

Microbrush are actively looking for worldwide distributors, so all companies interested should contact them directly.

Information

Worldwide Enquiries:

Microbrush Corp., 1376 Cheyenne Ave.,
Grafton, WI 53024, USA.
Tel: (414) 375 4011 Fax: (414) 375 2777

Impak

You guessed it, another product discovered at the Chicago show!

Pixie Pouches

What a daft name! However these pouches were originally designed for the shipment of aeronautical components. They were re-sealable and protected the items within, something that the other packaging methods could not offer. Interest was such that other companies wanted to use the product so the Pixie Pouch was launched into the world-wide market.

When we came across these pouches I must admit that we thought they were a neat idea, but could not initially think of modelling applications. However as the event went on you found yourself thinking about them (OK, we were bored!). The obvious uses are safe storage of knife blades and drill bits. However they can be used to safely store smaller model parts during assembly, protecting those easily lost small



screws etc that are the vogue with some kit manufacturers and of course you can use them to hold small decals and protect them from those spillages that always occur during the decalling process!

The pouches come in a mass of sizes, they are shatterproof, reusable and spill-proof (they are also water-tight). The number of uses is only limited by your imagination and I am sure you will have to obtain a load as other members of the family will also think of a mass of uses once you let them see them!

All worldwide distributors and importers interested in distributing these excellent pouches should contact Impak directly.

Our thanks to Impak for the review samples.

Information

Worldwide Enquiries:

Impak, HC 37 Box 315, Lead,
SD 57754, USA.
Tel: (605) 578 2500 Fax: (605) 578 3933

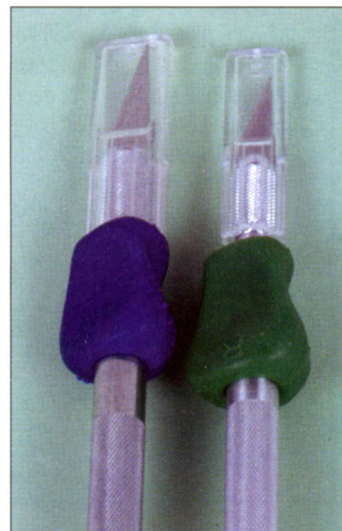
The Pencil Grip Inc.

Although initially designed for use on pens and pencils, this company have now produced their excellent flexible grips to fit hobby knives.

Basically they consist of a soft rubber holder, that is profiled to your grip. The soft material makes the knife very comfortable to hold, and I can assure you that holding knives during heavy cutting etc whilst model making can be very uncomfortable. By rotating the grip they will be suitable for both right and left handed use and I must say that they are certainly an improvement over a standard knife grip.

Some comment has been made about the lack of 'feel' that the grip offers, but overall this is not a problem if you are using them for harder tasks, although I found no problem using them even on more precise cutting tasks. Try them, you will be impressed!

The whole Pencil Grip range is available in a number of formats and there are a number of different sizes of knife size/blade combinations. Worldwide distributors and importers should contact The Pencil Grip Inc. directly.



Information

Worldwide Enquiries:

The Pencil Grip Inc., P.O. Box 67096, Los
Angeles, CA 90067, USA.
Tel: 310 315 3545 Fax: 310 315 0607



Beautiful shot of J6743, a Bristol F.2B in the markings of No 2 Squadron as indicated by the two red bars on the fuselage around a blue band (C Flight). The aircraft is still in the World War I colours of khaki-green on top and clear doped linen undersides (R.J. Caruana Archives)

Brisfit

The Bristol F.2

Simply named 'Fighter', the Bristol F.2 more than lived up to its name, having proved its mettle during the last 18 months of the First World War where it emerged as the best two-seat Allied fighter. For the 14 years that followed, it formed the mainstay of 'peacetime' Royal Air Force squadrons, serving on far-flung fronts, from Manston in Kent to Quetta in India. Richard J. Caruana provides insight into this famous machine's history, illustrating some of the colour schemes and markings it sported throughout its service days.

While the Battle of the Somme was raging in the summer of 1916, the Royal Aircraft Factory was nearing completion of the first R.E.8, intended to replace the outdated two-seaters then in service, particularly the B.E.2c and B.E.2d which proved vulnerable and unable to defend themselves. Although this new aircraft went into service later that year, it soon proved unsatisfactory in many ways. Another team, at the British & Colonial Aeroplane Co. Ltd, Filton (later known as Bristol Aeroplane Co. Ltd), under the direction of Capt Frank Barnwell, were also involved in the production of a B.E. replacement. Their first design consisted of an equal span two-seat biplane powered by 120hp Hispano-Suiza, designated as the R.2A. This was soon replaced by the R.2B which had unequal span wings and an up-rated Hispano-Suiza providing 150hp.

The advent of Rolls-Royce's 190hp Falcon and a British gun-synchronising mechanism attracted Barnwell's attention.

He redesigned the R.2 airframe to take this new power-plant and sent Leslie G. Frise to study the Vickers' gun installation at Hythe. Barnwell installed the Vickers on the fuselage centreline thus turning the aircraft into a true 'fighter', which was far more than what the 'corps-reconnaissance and artillery-spotting' B.E.2 replacement specification had envisaged. The gun's position had the advantage that it was kept warm by the air coming from the engine, and any jams could be easily cleared as its cocking handle was inside the cockpit within reach of the pilot. The new aircraft was designated F.2A, so as to reflect its new 'fighter' concept.

Two prototypes (A3303-3304) were ordered, together with fifty production machines (A3305-3354), on August 28, 1916. Highly characteristic of the new aircraft was the slab-sided fuselage which tapered to a knife edge towards the end. The low fin and rudder provided the rear gunner with an excellent field of fire. The first prototype, whose Falcon engine had two flank radiators aligned to the centre-



Bristol Fighter aircrew pose in front of their F.2B. There is a lot of fine detail in this view, particularly the exhaust pipe arrangement, the raised mid-fuselage section above the wing, Scarrf ring in the rear cockpit and the compass built into the trailing edge of the upper wing. The crew's clothing is also of interest (R.J. Caruana Archives)

section struts, flew for the first time on September 9, 1916, at the time as the first R.E.8s were coming off the production line. The eagerly awaited flight ended with some disappointment as Capt Hooper reported that he was unable to climb more than 6,000ft. After further trials the fault was traced to the altimeter; in fact, the Bristol F.2A had climbed to 10,000ft in 15 minutes! Fitted with the 150hp Hispano-

Suiza of the R.2B, the second prototype F.2A took to the air on October 25.

As the flank radiators proved detrimental to the pilot's forward vision, the front fuselage section was redesigned so as to incorporate a frontal circular radiator very similar to that of the Hispano-Suiza. In this form, the first prototype went to the Central Flying School at Upavon for official tests in

Bristol Fighter

Bristol F.2B, D-8084/S of N° 139 Squadron, RAF, operating from Villaveria (Italy) in 1918. Note the two white bars across the upper wings (far right) spanning from roundel to roundel. The white outline to the wing roundel is standard for all the other khaki-green finished RAF and RFC examples illustrated.

Scale 1:48
1 of 2

Bristol F.2B, C4636, A-6, of a night fighter unit. Note how all the white areas on the markings (including upper wing roundels) have been darkened out; highly unusual are the reversed shadow codes.

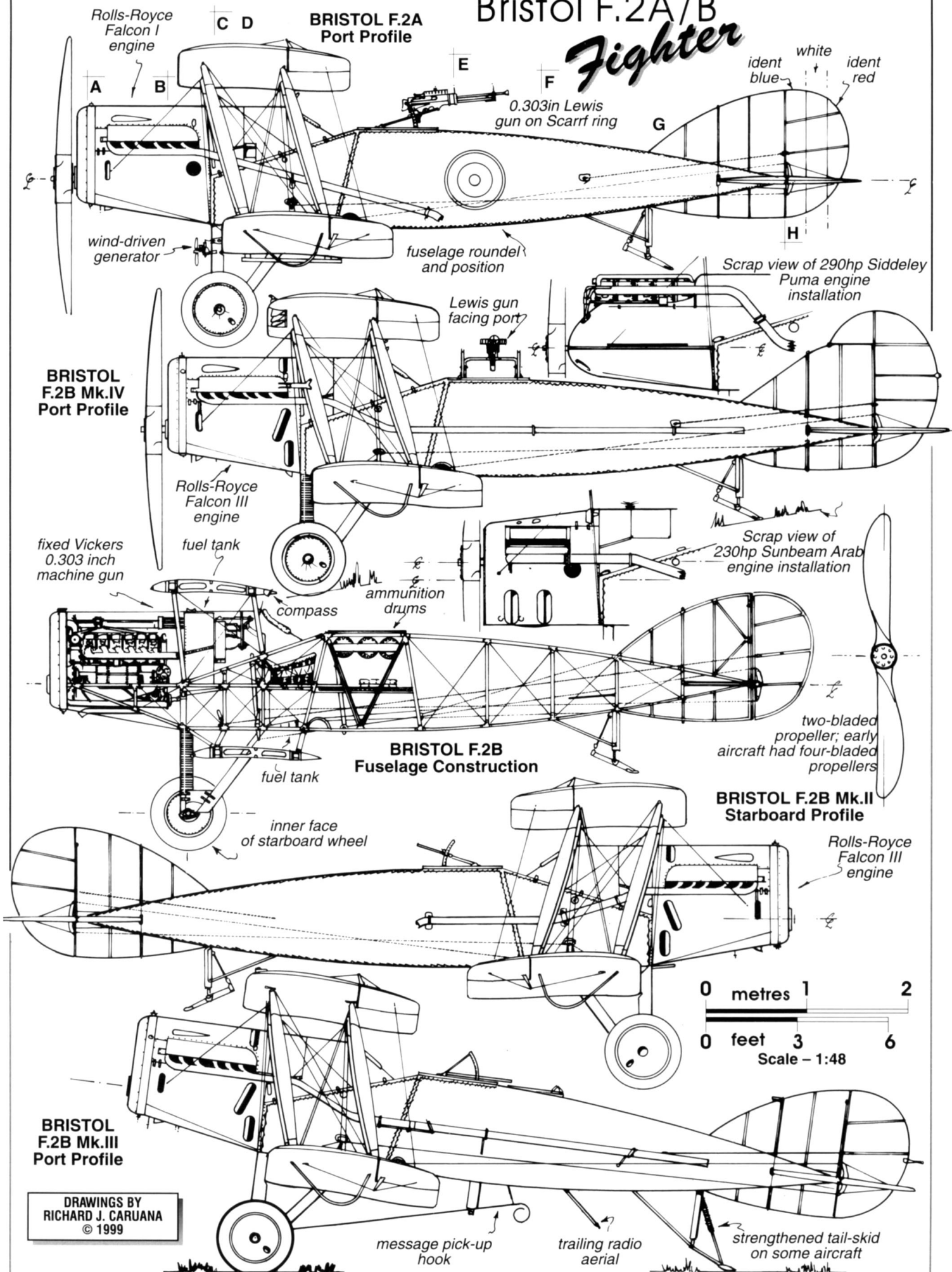
Bristol F.2B, F4337, just after repair with a rudder from a different aircraft and still bearing the serial, C.9894. Name under gunner's position is: "Zanzibar N° 18".

Bristol F.2B, F4637/A of 'A' Flight, 48 Squadron, operating from Quetta (India), 1919.

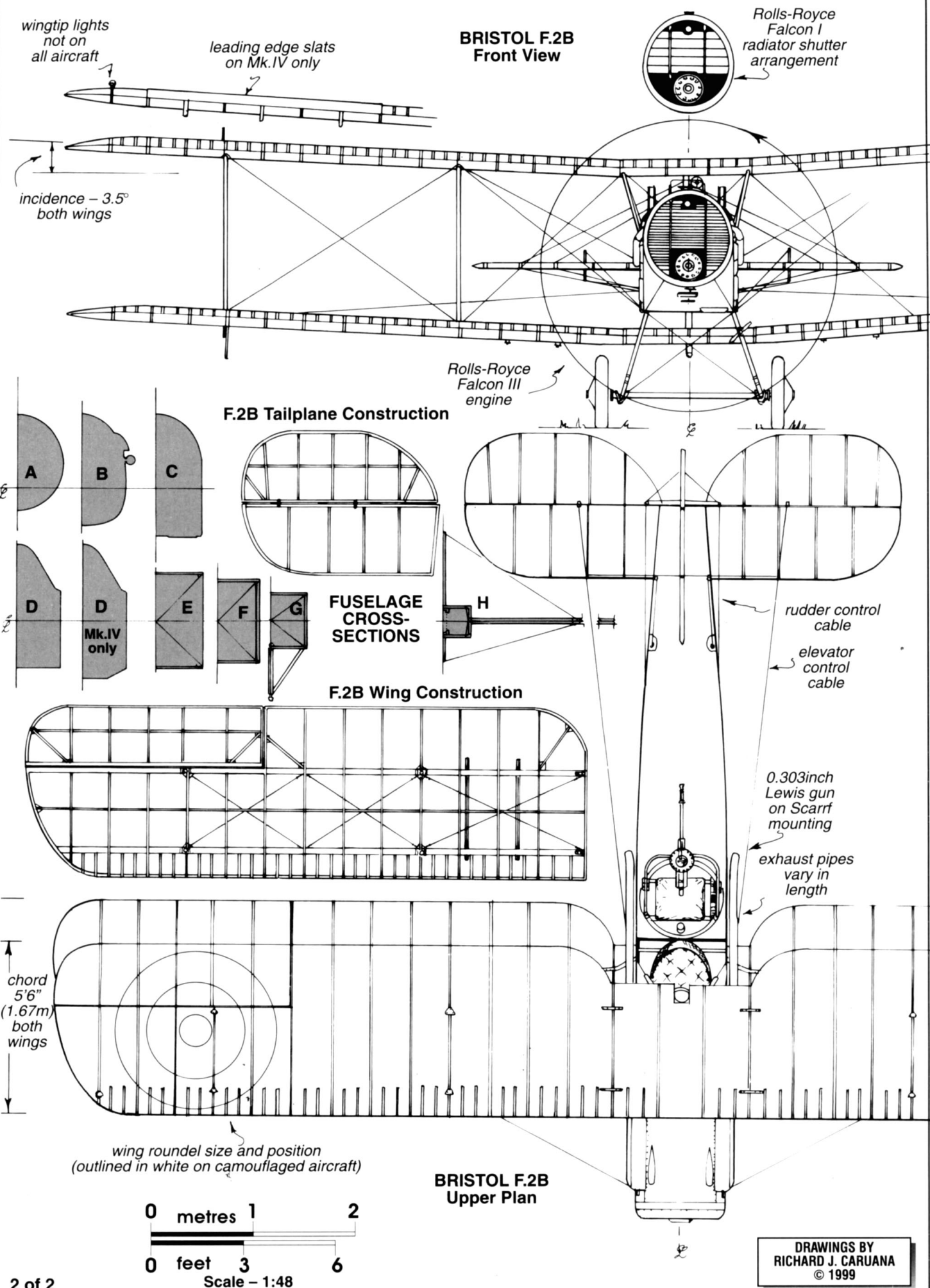
Bristol F.2B, C-4601/V, of N° 11 Squadron operating from La Bellevue (France) in March of 1918

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Bristol F.2A/B *Fighter*



DRAWINGS BY
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Bristol Fighter

A7200

Bristol F.2A, A-7200, of N° 1 Squadron, Australian Flying Corps, operating in Palestine, 1918. Note that the fuselage and wings have been painted silver but the fin has been left in the original Khaki Green

Scale 1:48

2 of 2

BF VII

Bristol F.2B, BF.VII, of the Irish Air Corps, 1923. The tri-colour wing stripes (far left) are carried above the upper and below the bottomwings

J 6703

Bristol F.2B, J-6703, of 'C' Flight, N° 2 Squadron flying from Manston, 1925. Of note is the star motif in flight colour on the wheel cover

JR 6788

Detail of JR-6788, N° 208 Squadron, with an Ace of Clubs motif

FR 4589

Detail of FR4589, N° 208 Squadron, with an Ace of Heart motif; does any reader know of a serial for an Ace of Spades?

D 8056

Above: Bristol F.2B, D-8056 (rebuilt to 'J' standard in 1929), of N° 208 Squadron, Heliopolis (Egypt), late 1929, with an Ace of Diamonds motif. Additional equipment includes a radiator slung under the cowl and a spare wheel under the fuselage. Note that there is a 'dash' between the D and 8056 of the fuselage serial, hidden behind the exhaust pipe

J 8250

Bristol F.2B (Mk.IV), J-8250/X, of the Oxford University Air Squadron. Note Oxford Blue used on RAF markings instead of the standard shade and bars of the same colour on the fuselage side and on top of the wings, the latter spanning from roundel to roundel. The serial is repeated on the fuselage sides

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October, later moving to Orfordness for armament trials. By that time, the gunner's position had been fitted with a Scarff No 2 ring mount to take a Lewis 0.303-inch hand operated machine-gun, and the forward-firing Vickers 0.303-inch machine gun, fitted with Constantinesco CG Gear, acquired an Aldis optical sight. The B.E. style wing-tips were also redesigned and assumed the later familiar raked version.

An order for a further 200 machines (A7101-7300) was placed in November, these aircraft incorporating most of the modifications tested on the second prototype, which included a cut-out in the upper wing's centre-section trailing edge to improve pilot vision and redesigned horizontal tail surfaces; in this form this batch of aircraft (and all subsequent) received the designation F.2B. The first 150 machines were to the original standard

started leaving the Bristol's works on December 20, 1916. On March 8, 1917, the squadron took the new mounts to Bellevue, France, practically at the same time as the equally new de Havilland D.H.4. The new Bristols did not cross the battlefield until April 5, when the Battle of Arras was underway. Six F.2As led by Capt Leefe Robinson, VC, were badly mauled by Albatros D.III's of Jagdstaffel 11 under notorious 'Baron' Von Richtofen's command; only two machines returned, and then in a badly damaged state, while the rest had been shot down – Robinson himself was taken Prisoner of War. Someone had obviously slipped in the choice of tactics for the new aircraft, as the same happened six days later while on April 16, six machines strayed too far behind enemy lines and five of them were lost when they ran out of fuel.

Since the Bristol Fighter was considered as the only one which could possibly intercept the raiders, No 33, 36, 39, 76 and 141 were established as home-defence squadrons equipped with F.2B. No 67 (Australian) Squadron RFC operated from Palestine, later becoming No 1 Squadron, Australian Flying Corps. There they immediately gained air superiority in October 1917. 'Treble One' RFC was also partly equipped with F.2Bs in this theatre. A flight from No 34 Squadron was based in Italy, this later expanded and became No 139 Squadron RAF in July, 1918.

The Bristol Fighter is also remembered for its pioneering use of radio telephony during the closing months of World War I. No 11 and 88 Squadrons' flight commander's aircraft were equipped with transmitting equipment while other aircraft had receivers.

to arrive in quantities both from the Austin Motor Co. Ltd and, in much smaller numbers, from Willys-Overland of Canada Ltd of Toronto, it was fitted to hundreds of F.2Bs during 1918. So much so, that at the end of October of that year, the RAF had 721 Arab-powered F.2Bs. The Arab was found to be highly unsatisfactory as it vibrated violently, necessitating substantially heavier engine bearers than the Falcon. Bristol Aeroplane Co also fitted some 150 examples with the Arab while another engine, the 230hp Siddeley Puma, was fitted to a further 18; all other F.2Bs built by the parent company (with the exception of experimental installations) had Falcons.

The Puma was another aero-engine which had been ordered into mass production in 1917, and its performance in the F.2B was only slightly better than



Found in an old album, this photo was simply captioned 'Sutton Bridge'. Since no Bristol Fighters were officially stationed there, these must have been on a visit, and one could guess that they are from either No 4 or No 13 Squadrons. Another picture from the same batch shows them in company of Hawker Woodcocks, which would put the date at around the mid-'twenties. Note the Hucks starter in the background (R.J. Caruana Archives)

while the remainder (A7251-7300) were re-engined with the more powerful Falcon II (220hp). Further orders poured in, to a grand total of 5,500 examples by the end of the war although of these only about 3,100 are known to have been delivered by that time. Meanwhile the F.2B's engine was standardised on the Falcon III which could produce 275hp, starting with B1101, delivered on July 18, 1917.

Production had to be farmed out in order to meet demand. Taking part in the F.2B production programme were Austin Motors Co (1914) Ltd of Birmingham, Sir W.G. Armstrong Whitworth & Co. Ltd. of Newcastle-on-Tyne, Gloucestershire Aircraft Co. Ltd at Cheltenham, Harris & Sheldon Ltd of Birmingham, Marshall & Sons of Gainsborough, the National Aircraft Factory No 3 at Liverpool, Angus Sanderson & Co of Newcastle-on-Tyne and Standard Motor Co. Ltd. of Coventry.

Into Battle

No 48 Squadron, Royal Flying Corps (RFC) was the recipient of the first production F.2As, taking on personnel which had undergone training at Redcombe using the first production machines, which had

After such a disastrous debut, some of the pilots chose to fly the aircraft as a pure fighter, performing frontal attacks while the gunner took care of the rear. Events took a dramatic change, and the tide turned in favour of the Bristol Fighter. In fact on April 30, six F.2As fought their way back to base without loss from Douai, and passed on the lesson learnt the hard way to other units then forming on the type.

No 48 received F.2Bs to make up for the initial losses while No 11 Squadron RFC re-equipped with the type in the Spring of 1917 from the Vickers Gunbus; No 20 and No 22 Squadrons converted from their F.E.s in August. The success of the F.2B was such that within a week, Lt A E McKeever, together with his gunner Sgt Powell, scored four victories and by the end of October their tally had risen to 20. Other units operating on the Western Front were No 62 and 88 squadrons. Their participation during the great German offensive of March 1918, particularly strafing and bombing of enemy troops with 20lb Cooper and 112lb Hale bombs, was of great support to the ground forces.

In July 1917 an effort was made to counter Gotha bomber raids over England.

Engine Trouble

In the summer of 1917, the Bristol Fighter was chosen as the standard fighter-reconnaissance aircraft for the RFC, a decision which brought with it the massive orders already mentioned above. While production demand was satisfied when it was spread out to so many manufacturers, the same could not be said regarding the supply of engines, which was well behind schedule. At that time it had been decided that all Rolls-Royce engines would go to Bristol while the other manufacturers would build the F.2B around the 200hp Sunbeam Arab, except for the National Aircraft Factory No 3 which were detailed to utilise the 200hp Hispano-Suiza.

The Hispano-Suiza was the first engine to be fitted for trials. Thus fitted, B1201 was tested at Martlesham Heath in January of 1918. B1204 was tested with the Sunbeam Arab the following March. Neither matched the Falcon-powered F.2Bs, or was considered as a worthy substitute. Moreover, the Hispano-Suiza was needed for the S.E.5a. Notwithstanding the lengthy and difficult gestation period of the Arab, which begin

that of either Arab or Hispano-Suiza. Moreover, fitting it into the Bristol Fighter's airframe was an extremely complex affair. Still, a Puma-engined example was tested in February of 1918 and it appears that most, if not all, the production of F.2Bs from the Austin company were fitted with this engine. An effort to improve its performance was through the experimental installation of a high-compression Puma (290hp) on C4654. The result must have been insignificant no further attention was given to this engine.

Other engines which had been considered, and fitted experimentally included the Wolseley Viper and the RAF 4d. But the most maligned saga connected to the F.2B was that which was unfolding across the Atlantic. The idea of producing this fighter in the United States (US) was the personal initiative of General Pershing, dating back to August 1917. A Hispano-Suiza engined example was shipped to the Smithsonian Institution in Washington where, unfortunately, it was decided that the type produced in the US was to have a 400hp Liberty 12. Massive orders – first 1,000, later increased to

2,000 – had been envisaged but the first aircraft did not fly before March 5 of the following year. So many modifications had been introduced into the original design that production at Curtiss was crippled.

Moreover, quite a number of early machines, designated O-1s, were involved in a string of accidents. An American-built 300hp Hispano-Suiza fitted to one of the US-built machines showed that there was still some hope in the project, and the Air Board instructed Curtiss to abandon development of the Liberty version. By that time however, the war in Europe had been resolved and all orders were cancelled, when only two prototypes and 25 production aircraft had been completed. Some further trials continued, which included the construction of a pair of O-1s fitted with semi-monocoque fuselages, designated B-3 and B-4. Tests were followed by a limited production run of 40 examples built by Dayton-Wright, fitted with 300hp Wright H engines. None ever matched the performance of the original, Bristol-built F.2Bs.

Post-War Use

Production of the F.2B did not come to an end when hostilities ceased in 1918. Although most of the massive wartime orders were understandably cancelled, Bristol received further orders totalling 378 fighters for the post-war RAF and a further 49 new-built examples were exported to foreign operators. Development also continued to keep the machine as up-to-date as possible. During 1919-20 the F.2B Mk.II appeared with



Bristol F.2Bs of No 208 Squadron flying from their base at Moascar, in the Middle East, in 1925. This appears to be the 'Ace of Hearts' flight, with F4950 in the foreground still without the 'heart' motif though the white circle has already been painted on (R.J. Caruana Archives)

to later standards (in some instances these were rebuilt more than once!) and were usually distinguished by the addition of an 'R' after the initial serial letter, such as FR4583. This machine was originally built as part of a Rolls-Royce Falcon III-powered batch (F4271-4970) by British & Colonial (Bristol) before the end of the war, reconditioned to 'J' type and was awaiting collection in December of 1923;

reconnaissance role; No 1, 2, 4 and 5 Flying Training Schools, the Central Flying School, the Cadet College – Cranwell, and the Oxford and Cambridge Universities' Air Squadrons; several other smaller second-line units included the Night Flying Flight at Biggin Hill, Schools of Army Cooperation and Air Gunnery, and the Royal Aircraft Establishment. Units based in Germany were No 9, 11, 12, 22,

had to quell rebellions, first in 1920 when No 6 Squadron's F.2Bs intervened against the forces of Sheikh Mahmoud in Kurdistan. Then in 1922, British forces were again facing the Turks which had defeated the Greek army at Anatolia and had recovered a sizeable part of the zone lost under the 1918 Armistice terms. Here F.2B forces were mainly from No 208 Squadron to which No 4 was added later. Of interest is the fact that the latter unit had flown off HMS Argus with their F.2Bs on October 11, all aircraft arriving at Kilia without incident. The notorious Sheikh raised his ugly head again in 1922 and operations against his troops dragged into 1924. It seemed like the Turks and the Sheikh took it in turns to keep the F.2B RAF units in the area well occupied until 1930 when No 6 Squadron was asked to oppose a rebellion by Arabs against Jews in Palestine. In June of the following year the first Fairey Gordons arrived for this squadron, signalling the end of the Brisfit's long and distinguished career.

Whatever the conditions that the Bristol Fighter was called to operate in, it was blindly trusted by its crews both in the air and on the ground. Continually on the verge of obsolescence, it seemed as if it was destined to remain in RAF service for ever! Probably its simplicity, combined with an exceptionally strong airframe, made it ideal to fly and maintain even when backed by the most basic means. A true adventurer's aircraft, it is by its dramatic qualities that it is best remembered by all those who flew and fought in it. The Brisfit holds a special place in British aviation as the aircraft which probably more than any other helped keep the RAF flying during the lean periods of the 'twenties and early 'thirties when the possibility of another major conflict was hardly considered. Good job that it kept up its fighting spirit throughout its career.

Richard J. Caruana



The Shuttleworth Collection's airworthy F.2B, rebuilt from remains of D8096, and photographed in 1968. Hasn't changed much since then! Sopwith Pup in the background (R.J. Caruana)

numerous appendages, including a tropical radiator and equipment for desert use. The Mk.III was a beefed-up version enabling it to take higher loads while the Mk.IV covered versions of the Mk.II and III which were fitted with Handley-Page leading edge slats and strengthened undercarriage while a larger-area fin and rudder were also fitted. The idea of a balanced rudder had been studied much earlier in an effort to cure the bad handling qualities of Puma-engined F.2Bs but had been abandoned at that time.

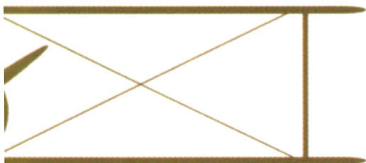
Quite a number of what were then referred to as 'WWI survivors' were rebuilt

it was reconditioned at Aboukir as FR4583 and issued to No 14 Squadron in January of 1925; it then moved to 208 Squadron in December of that same year and later on to No 6 in July 1930 until retired at the Aboukir Air Depot in December of 1931. This is the story of a great number of F.2Bs, proving the ruggedness of the design which enabled it to operate practically throughout the entire career of the type in RFC/RAF service spanning some 15 years.

Home-based units equipped with the F.2B after the war were No 2, 4, 9, 13, 22, 33, 34, 39, 105, 138 and 141 in the fighter-

48, 59, 62 and 88 though most of these had been withdrawn by the end of 1919. Those in the Middle and Near East comprised No 6, 8, 67, 70, 111, 139 and 208, together with a Flight at Aden and the Palestine Group at Ismalia. Other F.2Bs went to India, more precisely to No 5, 20, 28, 31 Squadrons and the Quetta Station Flight, and No 1 (India) Group at Peshawar. Again, the F.2b was progressively withdrawn from these units and few remained fully equipped with the type until 1930/31.

The units based in the Middle East were kept particularly on their toes and



Morane Saulnier Type I

by Rod Holland

1/48th
SCALE

Mention World War One aviation and one's thoughts immediately turn to a picture of Biplanes twisting and turning in the sky above the Flanders mud! But why biplanes? After all before the war a number of records were captured by monoplanes! It is considered that it was for structural reasons (two wings better than one?) that the biplane reigned supreme other than for some notable exceptions.



One of these was the French built, bullet shaped Morane Saulnier starting with the type N and progressing to the type I and V, these aircraft were memorable by the gun designed to fire through the propeller disc but without an interruptor gear, rounds hitting the propeller blade being deflected by steel wedges. However by the time the aircraft with which we are concerned, the Type I, had arrived on the scene in Russia during the harsh winter of 1916-17 demanding the use of their ski undercarriage, things had changed.

The aircraft was now fitted with a Vickers machine gun firing on the centre-line and with an interruptor gear safely through the propeller, this in turn required a new fairing over the gun and to offer the pilots some shelter from the weather. It

Morane - Saulnier type I

By the time these Moranes arrived in Russia, the type had been withdrawn from service by other air forces. Although quite antiquated, Moranes were used in the fighter role until October, 1917 when the communist revolution relegated them, together with the Russian Imperial Air Force, to the pages of history.

The kit contains 15 injection molded plastic parts, resin cockpit interior, fine photo etched parts and two different types of skis used in Russia. There are two marking options: Ivan Smirnov's bird of the XD Fighter Detachment, and an aircraft used as an escort fighter for Sikorski Ilya Muromets heavy bombers.

FLASHBACK 1/48 scale

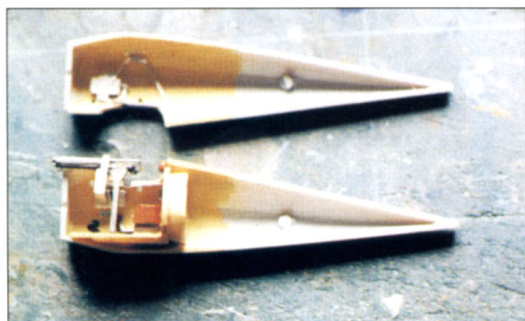
LIMITED EDITION 999

Morane Saulnier Type I	
Manufacturer: Flashback	
Scale: 1/48th	Price: £14.95
Status: Updated & Revised ✓ (Ex-Eduard)	
Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & White Metal	
Parts: Plastic 15, Resin 12, Etched 35, metal 1 & Metal Rod	
Options: Wheels or Skis	
Decal Options: 2	
Source: Four Plus UK	
Tel: 01702 559308	

interesting photograph in the enormous volume on 'Aircraft of the Imperial Russian Air Service' by Flying Machine Press.

So, I purchased another MS Type N kit intending to convert it to a Type I on skis. All

I had to do was find a slot in my kit building programme (jest honest!). I was then intrigued to see kits coming from a new company called Flashback producing ex-Eduard kits with additional resin and

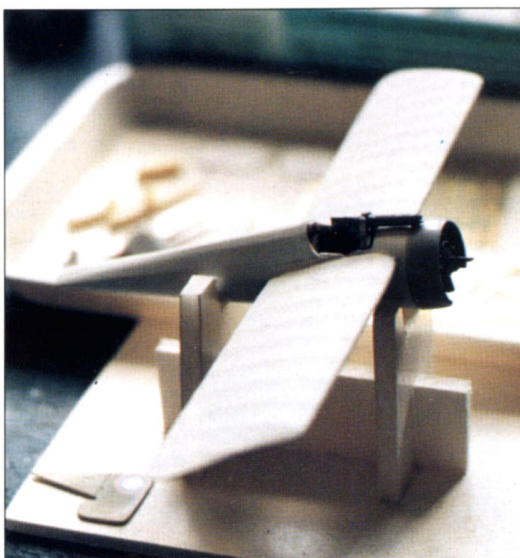


must have been freezing for the flyers exposed in the large cockpit.

When Eduard introduced their 1/48th scale kit of the Morane MS Type N, I was highly delighted having waited for one for a long time and was even more pleased at the way that it went together. My next thoughts turned to conversions having seen a very

The innards, showing the resin cockpit, struts, seat and incorrectly mounted Vickers (excuse the mucky bench!)

We progress. The gun still needs sorting out. Note the pre-decalled tailfin

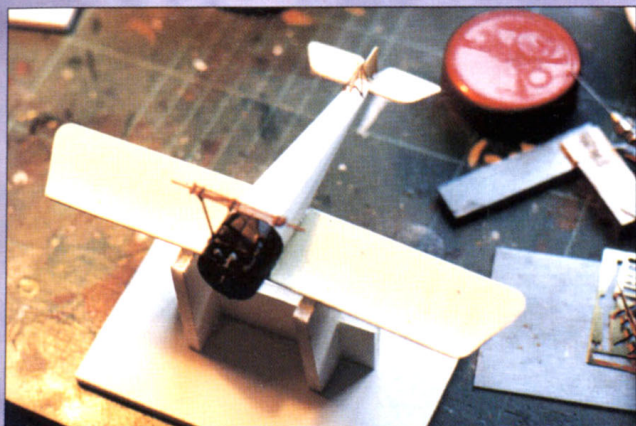


brass parts, needless to say one of these was a Morane type I complete with wheels and two sets of skis so one is able to make up one of three different aircraft.

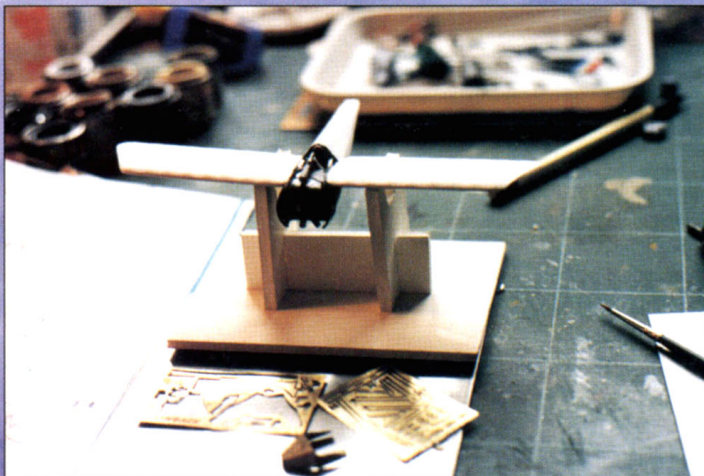
What you now have is a kit comprising fifteen injection moulded parts, three brass frets, cast metal engine, metal tubes, a good decal sheet and fifteen resin components with a comprehensive sheet of instructions.

Making the kit is a little easier than the original as Flashback have introduced a resin cockpit that simplifies construction and makes it easier to locate the parts. Make sure that all parts are cleaned up and all appropriate holes are drilled. The first job involves a little careful cutting as a section of the forward cockpit has to be removed to allow the installation of the Vickers gun and its fairing. I then gave the interior a coat of Humbrol 'Clear Doped Linen', the cockpit components were then assembled painted and installed making sure that the Vickers is located far enough forward. As you may see from the photograph I slipped up here and a pilot would have had the breech in his ear! This was corrected later and construction went ahead as per the instructions.

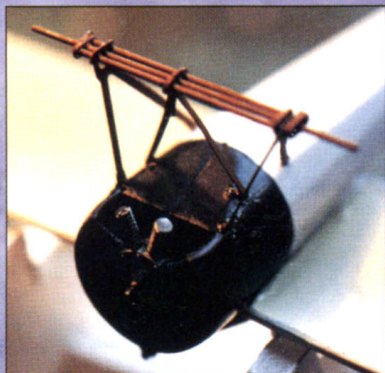
You will note that new propeller blades have been supplied these without the steel



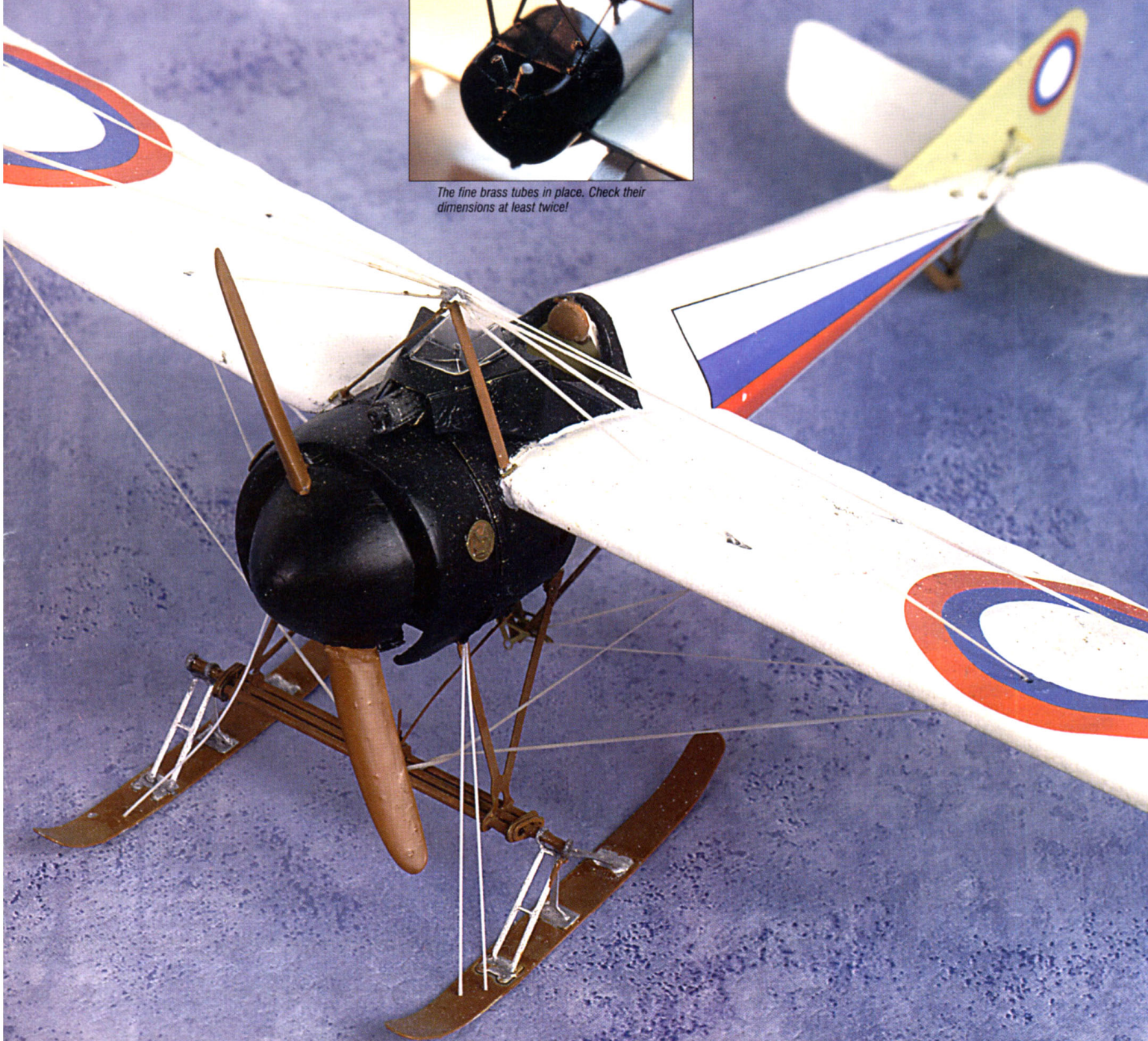
Undercarriage installation under way. The miniature square is very useful when folding brass frets



Similar view, note the fairing awaiting a coat of semi-matt black. The gun has now been moved further forward



The fine brass tubes in place. Check their dimensions at least twice!





Undercarriage complete. Now is a good time to install the windscreen

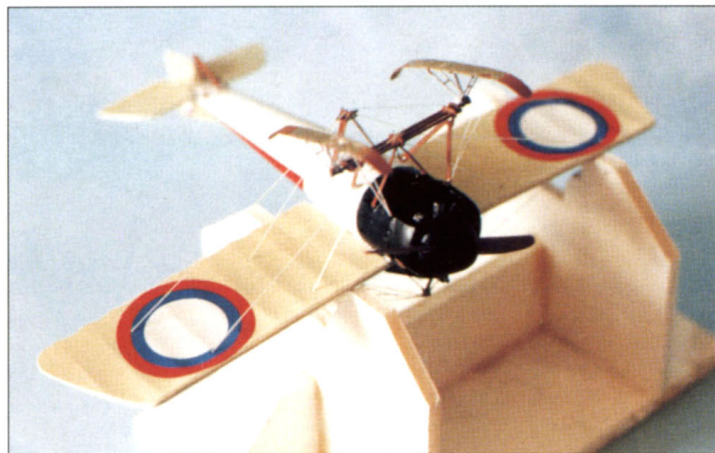
wedges of the earlier model, and these were also fitted. The white metal engine was now cleaned up and given a coat of a mixture of matt black and aluminium and drybrushed with a lighter shade of silver to bring up the detail. The cowl and forward fuselage were now given a coat of semi matt black. The undercarriage proved to be an interesting assembly and a word of warning – check all holes that are to receive the steel tubes to ensure that they will accept them smoothly. A very fine 'rat's tail' file is useful here. Take particular care over the parts of the skis that take these tubes as they are fragile until assembled.

white acrylic primer spray.

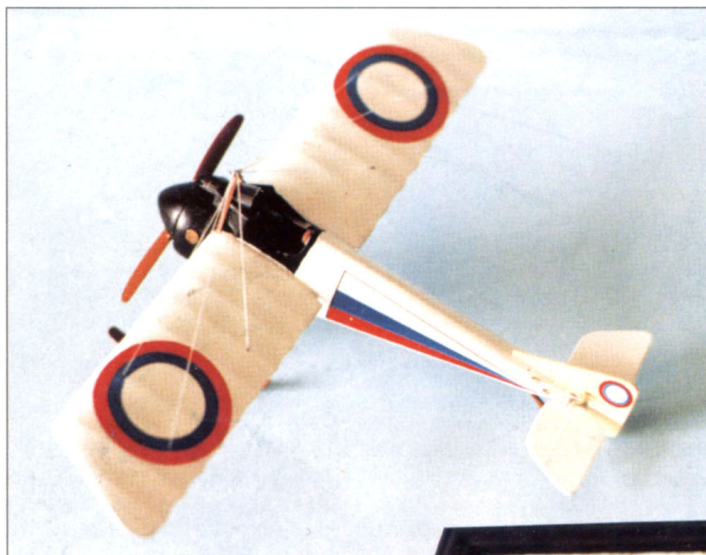
One small problem that came to light was that the Type I was fitted with wings having a wire trailing edge thus when covered with fabric they displayed a scalloped appearance; this was not shown in the drawing or on the model. I wrapped a medium-coarse abrasive around a piece of brass tubing and a few vertical strokes with this gave the correct shape and a tiny touch of white painted completed the job. You will notice from the photographs the small jig made from card-faced polystyrene sheet using copydex white glue, not only handy to hold the model whilst paint or



Excuse my knitting! The rigging being fitted



Undersurface. Note the bungees to the skis made from stretched sprue



Almost done. Note the scalloped trailing edges

You are provided with two sets of skis, one in etched brass the other in resin, this being sledge shaped. I opted for the flatter brass version, these folded beautifully, were given a coat of wood brown, varnished and put to one side.

The fuselage was now assembled and the tailplane and rudder were installed. The rudder markings using the small roundel were now applied. My aircraft choice by this time was that of a white painted aircraft of the 4th Corps Detachment. The rudder fin and under surfaces were painted in Clear Doped Linen. The fuselage and upper surfaces of the wings were painted white, here I used a

adhesives dry, but where it is really useful, in the assembly and installation of the etched brass undercarriage and the skis being made much easier. However make sure that the tail skid is fitted first as you will need the height when fitting the skis so that the whole thing sits properly!

The fairing for the machine gun was now folded and painted on both sides with a semi-matt black. When dry this was carefully adjusted and fitted. Among the last major brass fittings to be installed are the cabane struts to take the upper rigging. The decals are now applied; some time before this I had given the individual markings a coat of Klear. Only one small problem occurred when locating the decals when one of the tricolour pennon

markings broke in half but was easily relocated. When all were dry the markings were given another coat of Klear. One item that was not supplied in the kit was a windscreen or in this case almost a canopy, strangely enough it is shown on the aircraft in the instructions. This can be made from a piece of clear plastic card. I was lucky and found a small clear vac-form in my spares box which I cut down and fitted using white glue as adhesive.

The model really needed some form of display so I used a small picture frame, a piece of hardboard and some Polyfiller. The hardboard was cut to size and spread with Polyfiller, a rummage through the spares box came up with a spare foot and leg from a military figure which was used to imprint some footprints around the position of the aircraft, a piece of plasticard was pulled across the surface to represent the marks of the skis not forgetting the tailskid. The polyfiller surface was given a quick spray of white primer, the hardboard pushed into the frame and the model positioned.

Flashback are to be congratulated on an excellent package with this kit and at £14.95 I consider this to be very good value. Now I've got a spare set of skis and another gun fairing. Somehow I don't think this is the last I have seen of the MS Type I!

Rod Holland

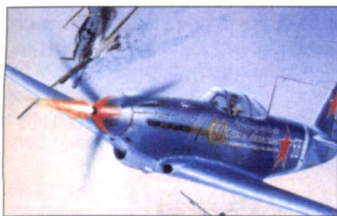
References

- Windsock Data File No 58 by J.M. Bruce Albatros Production
- Aircraft of the Imperial Russian Air Service Flying Machine Press



All right, so they are all right footprints, but it's nice what you can do with a few extra bits and bobs.

Quick Build Yakovlev Yak-1 & Yak-1b

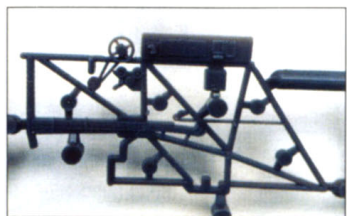


Technical Data

Manufacturer: Accurate Miniatures
Scale: 1/48th **Price:** £21.99
Type: Injection Moulded Plastic
Parts: Plastic 81, Clear 14
Decal Options: 1
Manufacturer: Accurate Miniatures, 100 Centre Street, Charlotte, NC 28216, USA
UK Importer: Amerang, Commerce Way, Lancing, West Sussex, BN15 8TE
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After what seemed to be an eternity (but was in fact barely one year) Accurate Miniatures have released their second Russian aircraft from WWII, the ubiquitous Yak-1.

The first kit to be released was the Yak-1 on skis which was closely followed by the Yak-1 in the markings of Lilya Litvyak, most successful of the many female fighter pilots that Russia was prepared to put into combat. The last kit in the now familiar



Detail of a cockpit side frame. Note the number of mould stubs that have to be removed.



by David Batt

1/48th
SCALE

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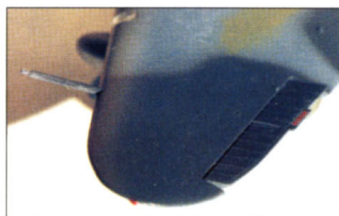
Accurate Miniatures trilogy was the Yak-1b with its distinctive bubble-top canopy.

This is to me the most attractive subject in the series of kits and is therefore the subject of this review. However, there's a lot more to the external differences between the Yak-1 and -1b than a just a fuselage decking change, and I've built up a Yak-1 to illustrate these differences, for in my view Accurate Miniatures are supreme amongst manufacturers in making the effort to correctly distinguish between aircraft variants.

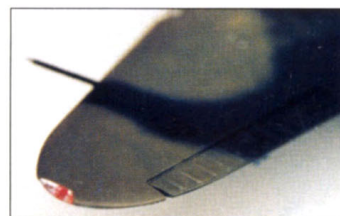
Historically speaking the aircraft is a contemporary of the Spitfire and the Bf 109 in terms of technical evolution (retractable undercarriage, enclosed cockpit, etc.) and performance. One of its distinguishing features was the wood and fabric construction (a common feature of Russian aircraft at variance with the rest of the



The cockpit side consoles on the sprue.



Differences between the kits include the navigation lights and the external aileron trim tab on the Yak-1b



world) while the aircraft had a poor performance at altitude due to shortcomings in the engine design, while it was also noticeably under-gunned in comparison with most aircraft with the exception of the Bf 109F.

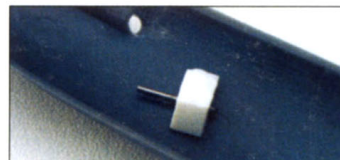
The Kit

Eighty parts moulded in a softish mid-gray polystyrene with eight transparencies, arranged on six sprues. Only the wings and undercarriage sprues are common between the kits, for the entire fuselage from propeller to tail surfaces differ between the -1 and -1b.

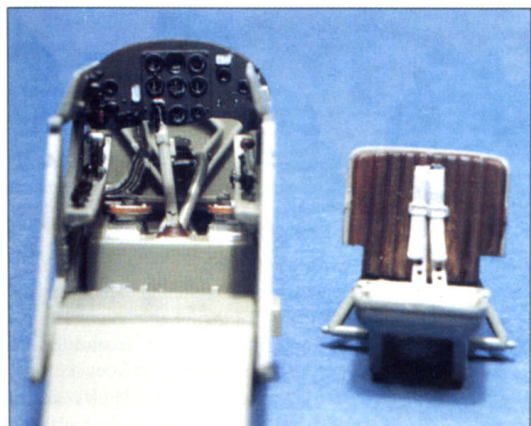
Panel lines are engraved and restrained, the fine detail extends up to and beyond everything we expect to see in kits these days (even the 'ratchet' for the Hucks starter connection in the spinner tip is

accurately reproduced) and while the fabric effect on the rear fuselage and control surfaces may at first look a bit too heavy it becomes more convincing with the first coat of paint.

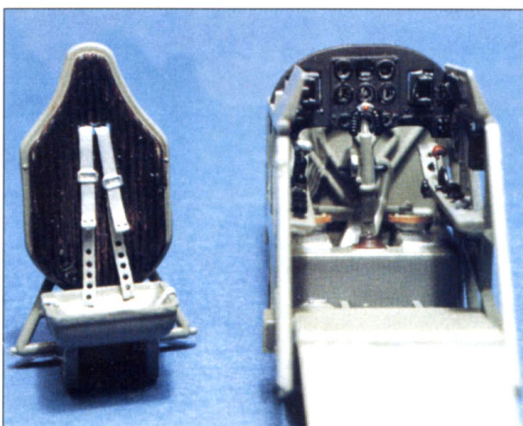
A decal sheet provides markings for only one subject, the Yak-1b flown by Hero of the Soviet Union Sergey Luganski of the 152 Destroyer Unit, with a prominent message on the side of the fuselage presenting the aircraft to him from the



A plastic block was added to take a steel tube machine gun barrel.



The detail differences between the Yak-1 and Yak-1b extends to the cockpit: on the left the -1 with the machine gun breeches in the instrument panel and the spade type stick, on the right the -1b with the greater instrumentation and the pistol grip type of stick. Note also the differences in the seat backs to suit the 'razorback' or 'bubbletop' canopies.



Komsomol and youth of Alma-Ata.

There are many options given for the construction of the kit. The flaps to the chin mounted oil cooler and belly radiator may be positioned open or closed, the canopy may be shown slid back, the holes for the underwing tanks and rockets are flashed over so these items may be left off if desired, and finally the wing structure is represented inside the flaps so these may be lowered if the builder so chooses. The ailerons are provided as separate items and can be positioned as desired but strangely not the elevators or the rudder - writing as a consumer of model kits rather than a manufacturer I'd have expected either all or nothing. One final point is the provision of either 'full' or 'flatted' tyres to suit the

modeller's choice, with both the inner and outer wheel hubs being provided as separate parts, another Accurate Miniatures 'trademark'.

Getting started

All kits have instructions but Accurate Miniatures go one step further and point out to the builder that several models have been built from test during the kit's development and that their instructions are the result of much experience. I found few areas where I could safely deviate from the recommended sequence, these being restricted to items like the pitot and aerial which I prefer to fit prior to final painting whenever this is practical.

Construction begins with the cockpit,



A mass of differences may be seen around the nose; the -1b has a larger prop with a more rounded spinner, a bank of exhausts rather than the 1's unusual 'two single, two pair' ejectors and a more pronounced oil cooler scoop, while the carburettor intake has been reduced to just a hole in the front of the port wing root fairing.



which reveals the longerons and diagonals of the fuselage structure in the same fashion as the Hurricane and Typhoon. Notable features are the separate consoles to the left and right, which allow details like the throttle and other levers to be separately moulded, and the way the front of the cockpit floor is folded up to form the firewall which includes the breech of the 20mm 'motor cannon' complete with shell chute and charging handle. The instrument panel is a transparent moulding which has to be painted to leave the dials clear and a decal is applied to the rear face. A slight evolution is introduced here in that two sets of dials are provided; one face up and the other face down to suit the builder's preference.

There are a myriad differences to suit the two different models even within the cockpit, see the accompanying photos for full details.

Moving on to the assembly of the fuselage one notices a definite change from the expected sequence. No mention is made of the installation of the cockpit interior but modellers are invited to install the flaps to the radiator and oil cooler after the fuselage halves are joined. This makes the little locating pins and holes completely redundant, but even after I carved mine off I still found the flaps (in particular that for the oil cooler) to be an excessively tight fit.

With the benefit of hindsight I'd add a sliver of 20 thou plastic card between the fuselage halves above the exhausts while



At the tail end the -1b has a simplified navigation light and a larger area tailplane.



pulling the structure back to its moulded width at the front of the cockpit and behind the spinner. This is because without modification the upper fuselage decking does overlap the sides of the fuselage at this point.

There's no need to rush a kit of this

lower wing half fitted into place. The latter has a long spar member that also forms the rear wall of the undercarriage wells and holds the wing panels at the correct dihedral, an essential task as I found the wing panels in both the sample kits to be warped. Pulling them back into shape

the cockpit interior is installed.

One other point at this stage is the opening out of the flashed-over holes for any underwing armament options that are wanted. I chose the drop tanks as befitting (in my own mind at least) a lightweight fighter, but fitted the rockets to the Yak-1 and am very impressed by them. In order to properly produce the extended trailing edges to the fins the rear part of the rockets are moulded separately while the rocket bodies are moulded as part of the rail to keep the part count down.

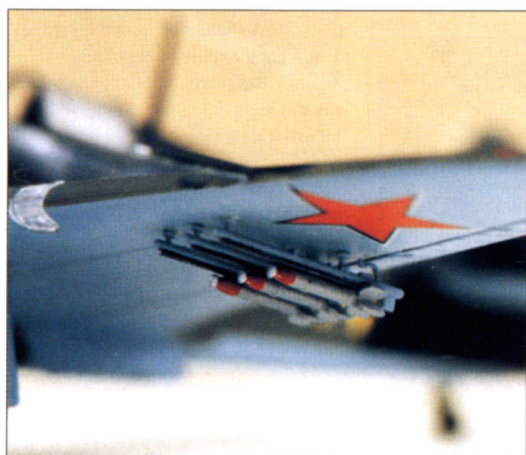
In order to prevent misalignment of the upper wing panels the lower panel is first permanently fitted to the fuselage then the upper parts added. Alas, on checking the airframe prior to further assembly I found that (by today's demanding standards) a fair amount of filler was needed not only on the wing roots but also along the fuselage centreline join, particularly along the underside of the oil cooler and radiator baths.

To 'animate' my model a little more I elected to separate the elevators from the tailplanes so they could be drooped. This was not the easiest modification as the Yak-1 featured a large inset mass balance that broke the hinge line, but thanks to the material Accurate Miniatures use in their kits it wasn't too difficult to separate the

type (in fact I'd say take your time and enjoy the experience of dealing with the output of the master kit manufacturer) but if you are keen to get a new model finished for the next club meeting then for goodness sake don't forget the little plates that have to be added from plastic card

doesn't present a problem as the plastic used is quite soft, and the provision of such a positive guide is a great help.

If the flaps are to be dropped they need to be separated from the lower wing panel and I made use of a panel line scribe to deepen the flap lines before using a scalpel



Underwing options consist of drop tanks and rocket rails, and these fighter Yaks could carry neither, either or both.



inside the exhaust slots.

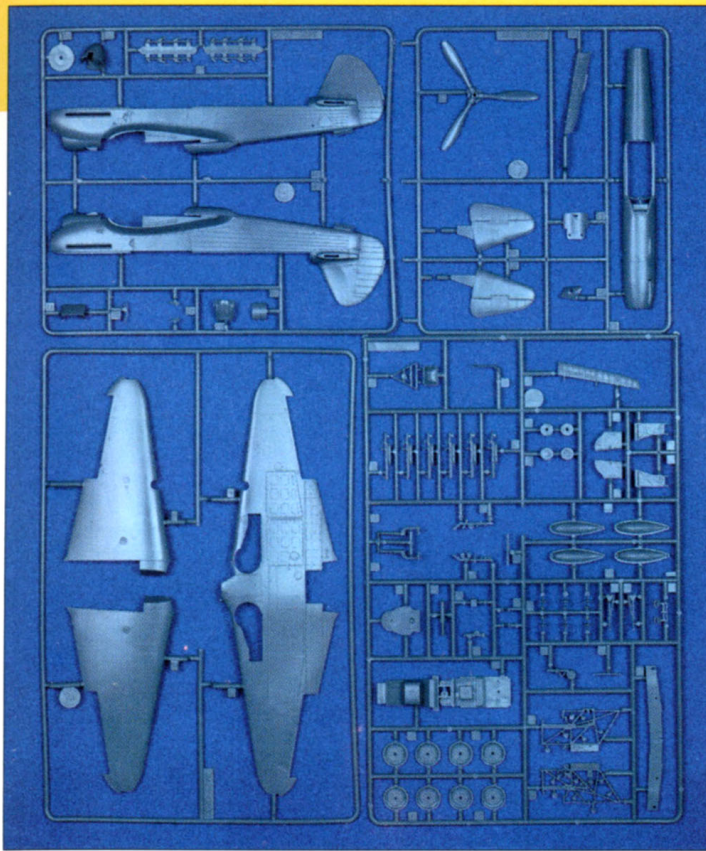
As a personal touch I added a small block of plastic card inside the fuselage upper decking so that a short length of steel microtube could be fitted to represent the muzzle of the 50 calibre (12.7mm UB) machine gun.

With the main fuselage completed the cockpit interior can be installed and the

to cut away the flap. Accurate Miniatures provide a template for a blanking plate to be fitted into the exposed centre of the wing, but no mention is made of additional blanking pieces that are needed to stop daylight showing through the rear of the cockpit. A couple of 4 x 8mm plastic card rectangles will do the trick, added to the inner edges of the wing root fairings after

two parts. The halves are cleverly handed so it's not possible to get the left and right parts swapped over.

Although Accurate Miniatures do make very emphatic noises about following the instructions carefully I did decide to add final details like the pitot head, aerial, windscreen and canopy rear fairing before final painting. However, I couldn't really



The main sprues for the Yak-1b

blame the manufacturer if any parts were damaged from this point on, could I?

Finishing off

For the first time I elected to use acrylic paints from the Aeromaster range, not least because they have had the courage to produce a range of paints specifically intended for WWII Russian aircraft (not to mention Italian, Finnish, et al...)

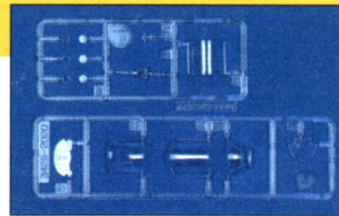
I'd used RLM 02 as recommended for the interior colours, while for the exterior I chose Light Blue (1194) with Light Gray and Dark Gray 1 (1190 and 1191 respectively). The paints were obtained from Hannants and I am very impressed by them, no hard stirring needed (little more than a vigorous shaking of the bottle), excellent coverage from very small quantities of paint, extremely easy to clean up and environmentally very friendly. I'm not just talking about the global environment here, rather the claustrophobic element of the modelling room. Even without a fully functioning spray booth (I only have a small extractor fan with a flexible exhaust duct that is draped out of an open window as and when spraying has to be done) I was able to continue working after spraying without the usual 'lay off' for several hours while the smell cleared. And on that final point, the drying time of the AMD acrylics was incredibly short.

I sprayed the underside first and then hard masked the demarcation for the uppersurface colours with drafting tape. After spraying the light gray colour I was able to spray the dark gray freehand after only a few minutes drying time.

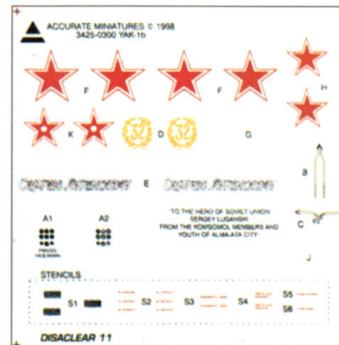
With any matt finish it is advisable to gloss varnish the surface before decalling the model to reduce the chance of

silvering, but I'd been told that the finish of the acrylics was so smooth that glossing wasn't necessary so I did try applying the decals without this step. All I will say is that although it did work, albeit with the use of a lot of Micro-Set and Micro-Sol to successfully prevent silvering, I was still left with a slight variation in the finish even after a final coat of matt varnish was applied. With this empirical experiment completed I'll certainly be glossing the next model I build, using either a branded varnish or the ubiquitous 'Klear' floor wax.

Before moving on from the decals I have to comment on a couple of points. Firstly, the star on the spinner came out a treat on the first go (a spare spinner decal is provided in case of accidents) although I did, as a precaution, make some radial scalpel cuts into the corners to ensure the rays of the star could properly overlap. I was less impressed with the white fuselage band for although it settled down well onto the fuselage it turned out to be too short to join underneath, so with hindsight I'd suggest spraying and masking the white



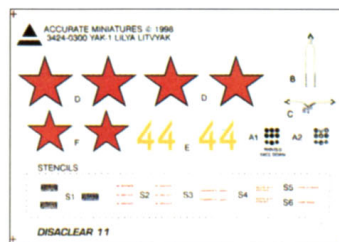
The clear sprues from the Yak-1b



Only one decal option is offered, but I am sure that the decal manufacturers will soon come to your assistance in this area. This is the Yak-1b sheet

band during the painting job. It would also be an excuse to spray the white trailing edge to the rudder - I completely missed mine and had to add the white flash from decal film after the painting was finished. These points aside, it has to be said that Accurate Miniatures provide the modeller with probably the best decals to be found in a mainstream kit.

If weathering is to be applied, then bear in mind the fact that the Yak-1 had wooden wings and tail and a fabric covered rear fuselage and control surfaces. I therefore kept the paint chipping around the wing fairings, engine panels and the filler caps, then dry brushed on some muddy footprints around the wing roots and where I assumed the fuellers would have worked, then sprayed on a light exhaust and gun staining.



This is the decal sheet from the Yak-1

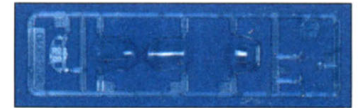
From this point on there were very few parts left. The undercarriage presented no problems though it's best to take a little time with the installation of the undercarriage doors, particularly the upper elements. A fair amount of filing and fitting is needed to allow these to lie properly against the legs and lower doors, so don't expect to get the job done in ten minutes. The propeller is a push fit onto the spindle (which was trapped between the fuselage halves as a separate part) and the canopy has the best fit I've seen for a sliding hood of this type.

In conclusion

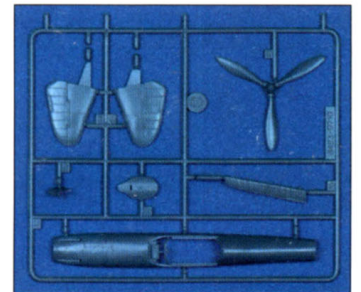
Well worth the wait. Once again modellers have to make a hard decision with their wallets, in that they are presented with a model kit that is more expensive than its Oriental contemporaries but one that is certainly worth its premium price. To be honest I did find myself using a bit more filler than I expected to, but not enough to cause despair and the completed model fills what was an unnatural gap in any collection of significant combat aircraft.

My thanks go to Accurate Miniatures for the review sample.

David Batt

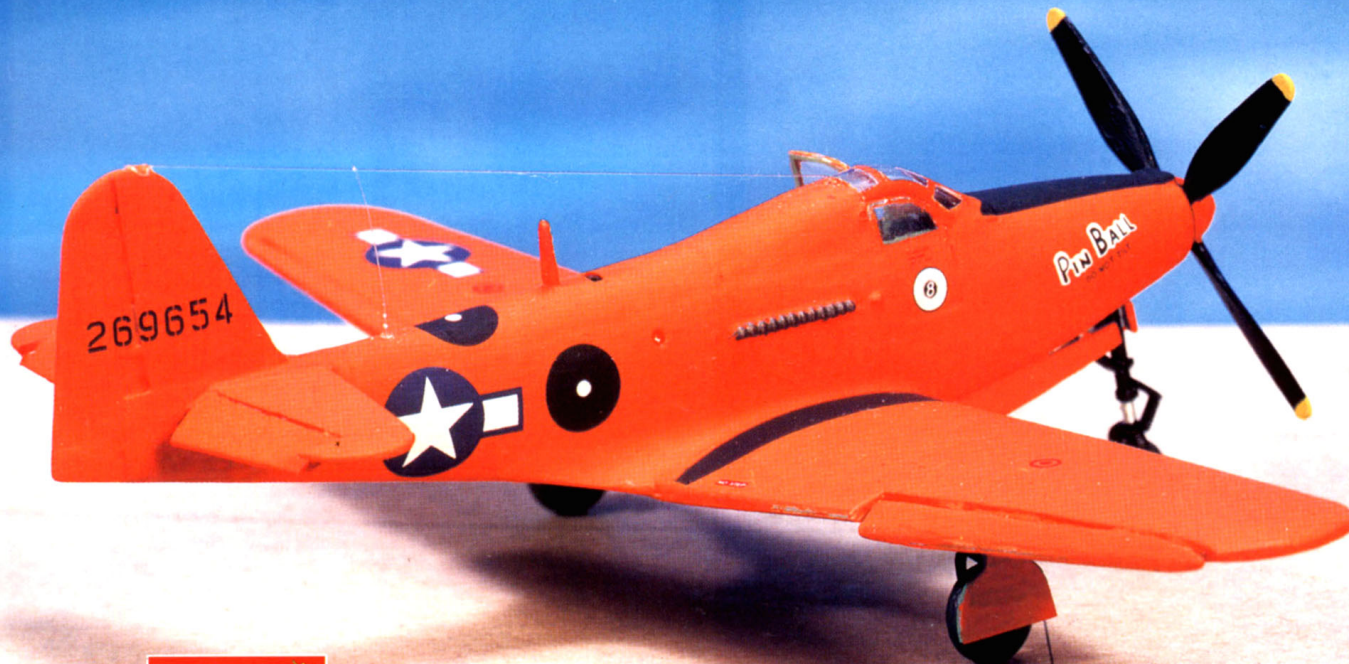


This clear sprue is different in the Yak-1, allowing for the 'razorback' of this version



This sprue is the only different part in the Yak-1 kit. Note the revised upper decking, propeller and pilot's seat armour





1/72nd
SCALE

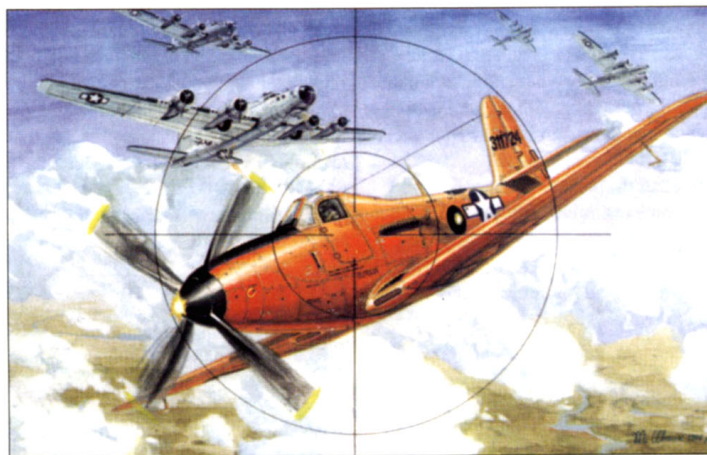
Bell RP-63G

by Gordon King

The USAAF were looking for an aircraft to take the part of an attacking fighter and manned flying target in their Live Ammunition Training Program for air gunners. The P-63A was chosen and, as such, became the first and only Kingcobra to see active service with the USAAF. Five were taken from the production line and stripped of all armament and internal armour.

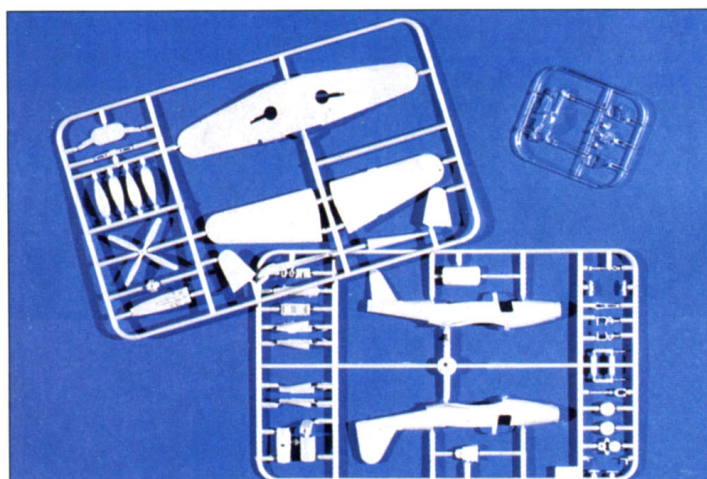
The entire aircraft was then re-skinned with over a ton of duralumin alloy. The dorsal air-scoop was considered to be too vulnerable, and so various styles of air-scoop were tested and the new aircraft, now designated RP-63A, was fitted with a small, clam-shell/type, air-scoop on the spine. A special "frangible" bullet, made from a compound of lead and graphite that would shatter on impact, was developed for

When I received this kit my first thought was "okay, what exactly is an RP-63G "Pinball", so, for the benefit of other people like me, here is a brief history.

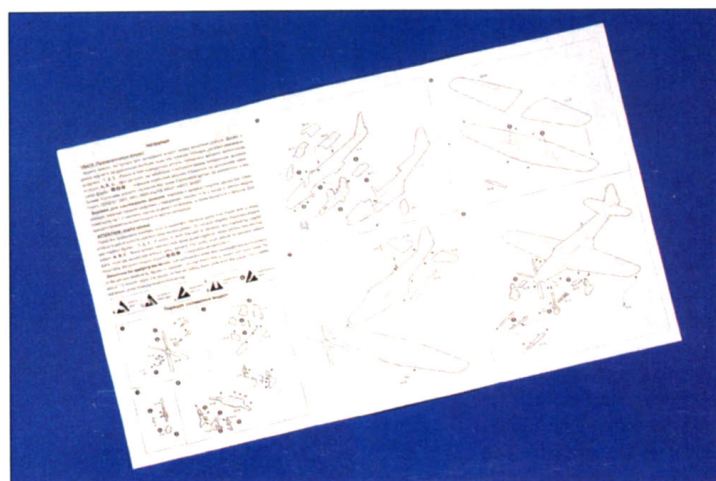


firing by air gunners on the training programme. Pressure plates fitted to the aircraft recorded hits and transmitted pulses to a red strobe light fitted in the spinner gun port that would flash when a hit was registered.

The main RP-63 variant was the 'C' which was basically the same as the 'A' but retained the standard dorsal air-scoop. The third and final variant was the RP-63G as depicted in this kit. The RP-63G was given a flush intake on the spine, and was fitted with extra strobe lights on the spine, fuselage sides, and the upper wings, to give a better indication of hits. The flashing lights on these aircraft gave rise to the unofficial name "Pinball". In total 325 "Pinballs" were



Layout of the kit parts



The clear instructions

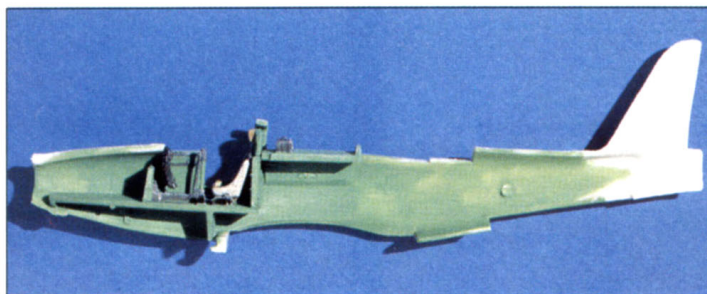
built, 95 RP-63As, 200 RP-63Cs and 30 RP-63Gs, all serving until 1948.

First Impressions

On opening the kit looks quite good, laid out on three sprues, two grey plastic and one clear. The mouldings are fairly crisp with finely engraved surface detail although the plastic is of the typical soft type expected from Eastern European sources. The instruction sheet is quite clear with construction broken down into eight easy stages. A colour scheme is provided for one aircraft although decals are included for three different aircraft. Overall colour is International Orange (FS 28915), although this is not given in the instructions. The colour given is by reference to Humbrol No. 192 Blaze, which is now a deleted colour in their range. Hannants still have a stock, but be warned it's cellulose based and coverage is extremely poor.

Construction Part 1: Interior

As in most cases, the construction starts with the interior of the cockpit. The interior consists of floor, rear bulkhead



Initial installation of the cockpit interior

instrument panel is supposed to sit on top of the forward bulkhead, but this positions the panel too deeply under the forward cowl and there is not enough room for it to fit in. The instrument panel should therefore be fitted in place just in front of the forward bulkhead after the rest of the interior has been glued into place. Overall, despite that little niggle, I found the interior detail to be quite good straight from the box.

Construction Part 2: Fuselage

The fuselage halves were fitted together and proved to be a very tight fit around

of thinning (mine could have done with a bit more) and some sanding is required at the top of the wheel wells to achieve a decent fit between upper and lower wing halves. I would also have liked to drop the flaps at this point but, as I did not have the relevant information, I decided to leave well alone.

The completed wing was now presented to the fuselage and, oh dear me, it didn't fit. Quite a bit of plastic had to be shaved off the wing roots on the fuselage to achieve a decent fit. Maybe it would have been easier to attach the lower wing to the fuselage first and then adding the upper wing parts after dry fitting and then shaving to fit. Isn't hindsight a wonderful thing? The tailplanes were added next after the elevators were separated and "drooped". The tailplanes butt-joint on but there is no need to pin the joint as it is quite strong and is obviously non-load bearing.

Construction Part 4: Undercarriage

Attention was now turned to the undercarriage and this showed up another error in the instructions. The main undercarriage wheel-wells are round as befits the RP-63A which had no inner doors. Unfortunately, the RP-63G has inner doors. These are supplied in the kit but no mention is given in the instructions to the fact that the wheel wells have to be cut to the correct shape by following the interior walls. Not easy to do once the aircraft has been assembled so take note before you start the wing assembly. Strangely, the one colour photograph I have of an RP-63 shows the undercarriage legs as being Semi-gloss black, so after attaching the legs, they were painted this colour and the wells and insides of the doors were painted Interior Green.

Painting Take 1

After the canopy, cockpit opening and wheel wells were masked off, the entire aircraft was sprayed with Halford's Grey Primer to act as an undercoat. I then proceeded to prepare the overall colour, Humbrol No. 192 Blaze, for airbrushing. The paint was put into a mixing jar and Humbrol Enamel Thinners were added to thin it down. After five minutes of mixing I still had a jar with paint on the bottom and thinners on the top. Time to do what I should have done to start with and read the instructions on the tin. Oh, Hell. It's

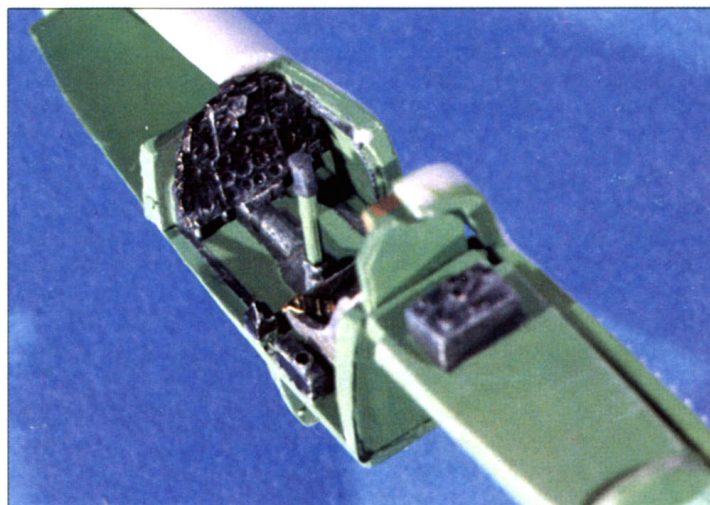
'Pin Ball'

with integral armoured headrest, forward bulkhead with rudder pedals, control column, bucket seat and instrument panel with well represented bezels. After assembly it was given a coat of Interior Green, followed by a wash of Dark Green. Raised detail was then highlighted by dry brushing with Beige Green. Not having a great deal of information on this aircraft and not knowing of any current after market detail sets, I decided that the only detail I would add would be seat harness from the Eduard basic range. The instrument panel, radio and floor detail were painted in Tank Grey (Black is a little too harsh in this scale) and then highlighted in Pale Grey. The completed interior was then presented to the starboard fuselage half, and here I found an error in the instruction sheet. The

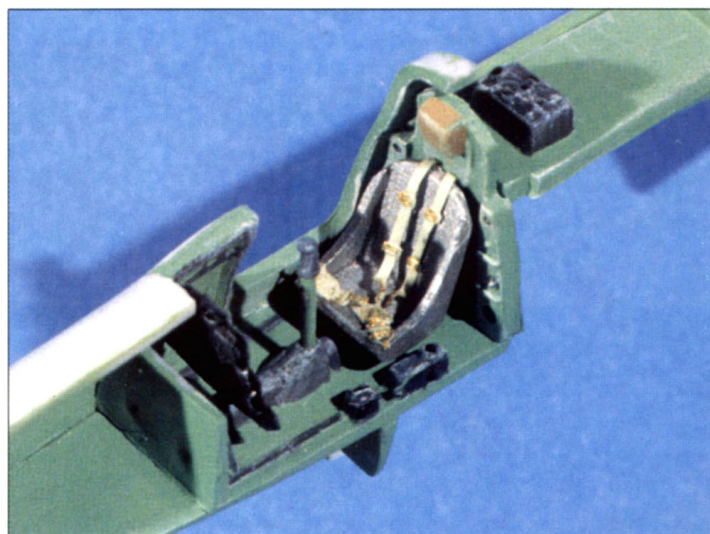
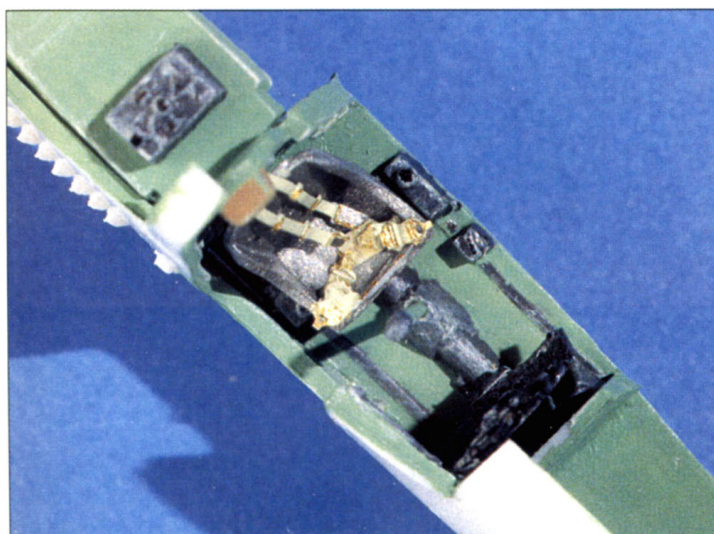
the cockpit, requiring a lot of coaxing to achieve. The two-piece, armoured spine was added next. This proved to be a very poor fit, being of smaller cross-section than the main fuselage. Quite a bit of filler was required here to fair it in. Propeller assembly is straightforward although I elected to fill the cannon port with Krystal Klear to represent the strobe light rather than use the clear part provided.

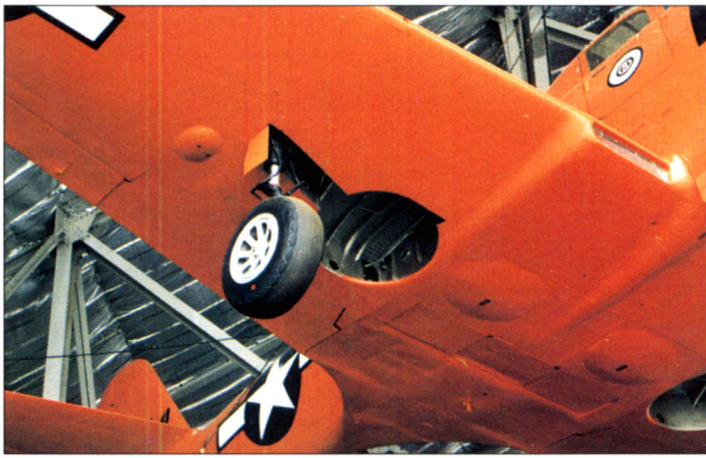
Construction Part 3: Wings and Things

Next I turned my attention to the assembly of the wings. I decided at this stage to reposition the control surfaces to try to add a bit of life to the aircraft. Therefore, the ailerons were cut out prior to assembling the wings. The trailing edge needs a fair bit

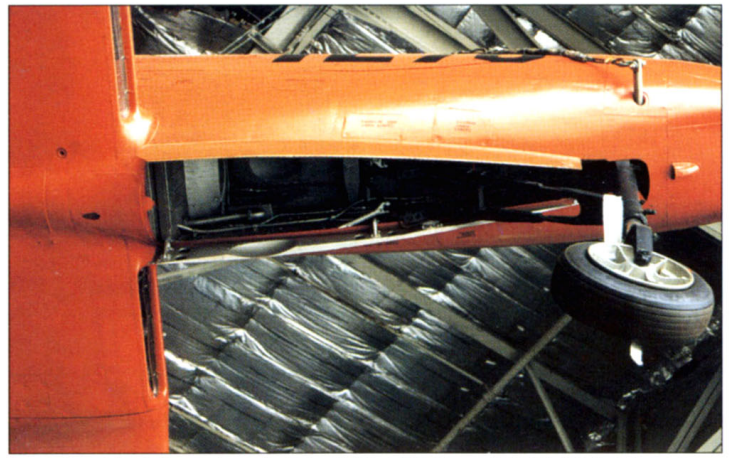


Detail shots of the cockpit interior





A view up into the nose wheel well of the RP-63 that is preserved at the USAF Museum at Dayton in the USA (© R.A.Franks)



Overall view of the starboard wing and wheel well of the USAF Museum's RP-63. Note that the undercarriage legs are indeed black (© R.A.Franks)

cellulose based paint! Scrap one paint jar. Just goes to show that you should never assume anything, even that an entire paint range is based on the same solvent. Time to try again, this time with cellulose thinners. Okay, the mix is good so into the paint cup it goes and, disaster! Turn on the air and the song "I'm Forever Blowing Bubbles" comes to mind as the airbrush blows air into the paint instead of sucking it up. Clean it out, change the teflon washer and needle bearing to see if that helps and try again. Oh Fudge!! It did it again. Oh well time to hand paint once more., Unfortunately this cellulose based paint dries as fast as you are brushing it, so you are left with some very unsightly brush marks and the coverage is extremely poor. After two coats the coverage was no better, the brush marks were getting deeper and the fine surface detail that the primer had picked out had begun to disappear. Time to rethink the situation.

Painting Take 2

Time to change tack, so I finally opted for Humbrol Acrylic No. 5018 Gloss Orange as this was a close approximation to the original colour. The entire kit was then

sanded down prior to repainting to try to remove the brush marks. After applying the first coat this was found to be fairly unsuccessful. After a couple of coats it still has the impression of being applied with an emulsion brush. Time to purchase a new airbrush I think. The airscrew was painted in Semi-Gloss Black with the tips in I.D. Yellow and the Spinner in orange. The exhaust stubs were picked out with a brick red/gunmetal mix. The whole aircraft was then given a coat of AeroMaster Gloss Varnish prior to the application of the decals as I felt the orange finish wasn't glossy enough to aid in the decal placement.

Decals

The decals come on a small sheet and include minimal stencilling, the anti-glare panel, and non-slip walkways for the wing roots. The register is excellent with the amount of carrier film being minimal. On application the decals seemed to be quite thick but, with the help of Micro Sol and Set, they adhere to the contours extremely well with no adverse reaction, and leave no trace of silvering.

Colour Options

Only one colour scheme is given in the instructions but decals are provided for three different aircraft. The scheme given is for '269654', often mistakenly identified as an RP-63A, but the flush intake on the spine, together with the multitude of strobe points, identifies it as an RP-63G, as stated on the box. The second decal option is for N-310959, an RP-63C, not a 'G', although this can be made as the kit supplies three types of supercharger intake including the small one used on the 'C'. As stated, no scheme is given for this aircraft although it is overall International Orange with no anti-glare panel on the nose, and the large 'FM36', from the decal sheet, on each side of the nose. The third option on the decal sheet is '311724'. Again no colour scheme is given and I have no information on this aircraft, although it is pictured on the box art as an RP-63G.

Accuracy

"Jane's Encyclopedia of Aviation" gives the RP-63 as having a wingspan of 11.68m and an overall length of 9.96m. The Toko kit measures up at 16.2cm and 13.9cm respectively. This scales up to a wingspan of 11.67m and a length of 10.0m making it very accurate in this scale as far as dimensions go

but without having scale drawings to lay it on I can't comment on the general shape, although it does look right when compared to photographs of the real aircraft.

Recommendation

An excellent little kit that does require a little work, but if decent aftermarket sets become available, then a beautiful representation of the real aircraft will result. The sprues are well laid out with enough parts to build any of the main variants of the P-63 family. I personally would like to see the bubble hood variant being kitted in this range.

Highly Recommended.

My thanks to Pocketbond for the review sample.

Gordon King

Photography by Alasdair King

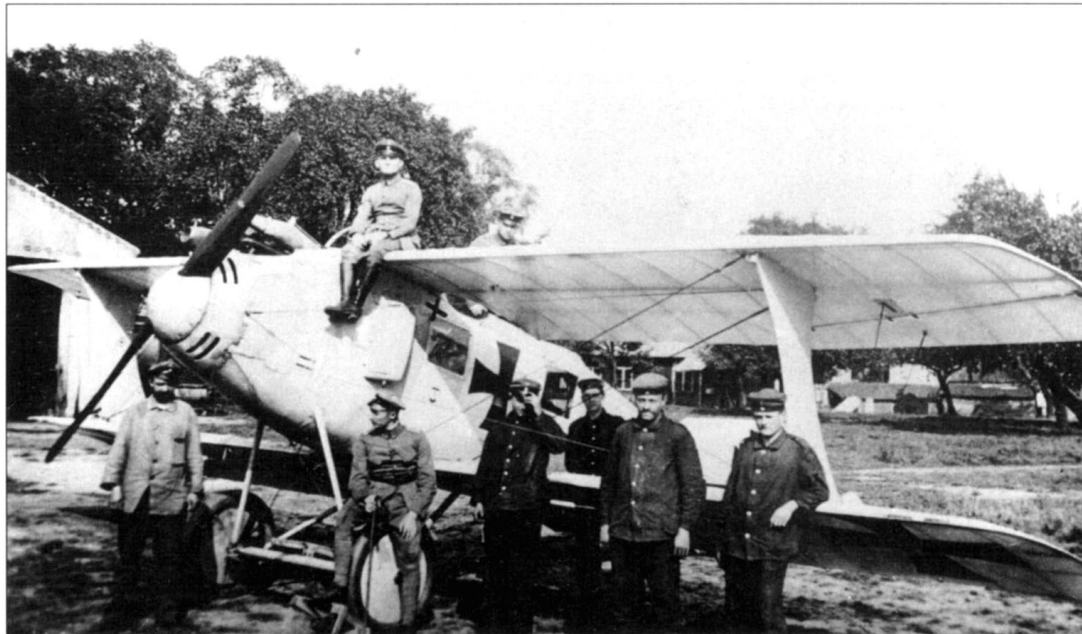
Technical Data

Manufacturer:	Toko
Scale:	1/72nd
Price:	£5.99
Type:	Injection Moulded Plastic
Parts:	Plastic 51, Clear 7
Decal Options:	1
Importer:	Pocketbond Ltd (see Ad Index)



In my feature on the Hannover CI series ("Acroplanatomy", Vol 4 Iss 4) I commented on the advanced design of the Hannover two-seaters but preceding the Hannovers was the remarkable Roland C.II which first flew in prototype form in October 1915 (although due to engine failure it landed soon after take-off). To appreciate just how advanced this aircraft was it should be compared with contemporaries being flown by the British (the BE2c/d/e) and the French (Miscellaneous Farman pushers and Caudrons which were tractors but built like pushers). It can also be compared favourably with other conventionally built German aircraft, in fact there was nothing like it.

The Luftfahrzeug Gesellschaft m.b.H. of Berlin adopted the trademark name "Roland" in order not to be confused with LVG. In an effort to produce a two seat aeroplane with superior performance at that time, two things were necessary, a powerful and reliable



Roland C.II of Flt.Abt (A)227 at Lille in the Autumn of 1916. Lt. Stuhldreher sits on the upper wing root whilst Lt. Allmenröder squats on the wheel. The photo shows the original aileron control wiring clearly

Reflections on the LFG Roland C.II

(with thoughts on the Blue Max 1:48th scale kit)

by Harry Woodman

engine and clever design. In 1915 efficient engines of 150-200hp plus were still being developed so that the design team at LFG concentrated on aerodynamic refinement largely achieved by imaginative use of wood in a semi-monocoque fuselage structure.

The design which emerged at LFG must have seemed a revelation for the C.II (the C.I had been allocated to the license built Albatros C.1) had a smooth streamlined fish like fuselage which led to it being called Walfische (whale) by the Germans (probably because of its corpulence) although the shape of the C.II more closely resembled that of a salmon rather than the bulky sea mammal. The RFC for some reason dubbed it "the slug" which suggests turgidity and a languid performance when in fact it could match a Sopwith Pup and could outrun a Nieuport 11. The piscine fuselage was constructed just like a plastic kit, being formed from layers of thin veneer wrapped cross-diagonally over a mould and interspersed with glue. The shells were then placed over the light wooden framework and attached with more glue and tacks, the finishing touch being a skin of fabric, the top and bottom joints were concealed and reinforced with tape.

The only things spoiling the clean lines of the fuselage were the two "ear" type radiator units for the horizontal wing mounted radiators were still under development. The usual two-bay interplane strutting with the concomitant yards of wire and profusion of associated turnbuckles was avoided for a simple pair of "I" struts connected the wings. Even the Mercedes engine was largely



Roland C.II of Schusta 12 in the Autumn of 1916. The original slot louvers in the cowl were unclipped and to improve ventilation some pilots had the plain slots widened by buckling the leading one to make an intake. In the C.II shown here the two slots have been made into one wide one. Field modifications such as this were very common throughout the war.

accommodated within the contours of the metal nose cowl. As a final touch a streamlined exhaust manifold shaped like an ocarina was fitted. The pilot sat high and both he and his observer were provided with cellophane side windows which could open. The main purpose of these was to allow light to penetrate what would be a large dark interior. It has been stated that the windows could also act as escape hatches should the aircraft ground loop and land inverted. Possibly so, provided the crew were of modest build and divested of heavy flying clothing.

The original armament consisted of a LMG14 "Parabellum" belt-fed gun, a Maxim variant and a superior weapon than the Lewis for defensive purposes. The C.II of course, being of radical design, had its critics, not least among pilots who were often rather conservative. One justified complaint was the width of the fuselage which reduced forward

and down vision, not helped by the radiators and the result was often bad landings. The C.II reached field units in April 1916 and from the summer, the firm of Linke-Hoffman undertook license production of the type. These were designated Roland C.IIa (Li).

The Blue Max Kit

It is emphasised that this is not a kit review, these notes are meant to provide some background information to those unfamiliar with the type. The intention is also to offer hints and tips to readers who might consider building the model. For a complete coverage of the Roland C.II and a wealth of pictorial



A Roland C.IIa of an unknown unit. An early sharkmouth decoration with eye is displayed and the colours can be guessed at, the curtains painted on the windows were a popular touch with many crews. The upper and lateral surfaces here have been painted with one of the variations of the day and a large white '2' was painted on the fin with a dark black (?) band around the fuselage just in front of the cross. The curved tube leading from the breech case of the Spandau passed to the left of the engine and out of the fuselage somewhere. It was the empty cartridge case ejector tube

material, including detail on the cockpit interiors, the reader is referred to "Windsock Datafile No. 49" by Albatros Productions. The kit provides for an early production C.II and can be made up straight from the box. The following notes may be helpful if it is intended to modify the kit to represent a later C.II or C.IIa.

Radiators

These did not stick out at right angles to line of flight but at a slightly swept back angle of about 20°. Some filing of the kits units will be required.

Ventral Apertures

C.IIs had two round holes in the belly of the fuselage in line with the rear undercarriage leg fixing points. Similar holes can be seen on other German two-seat aircraft of the period up to about mid 1916 and their purpose was to allow bombs to be released. Up to 1916 German aircraft HE bombs were of the pear shaped type manufactured by Sprengstoff A. G. Carbonit of Schlebusch. The company provided a full range of HE and incendiary missiles and various types of racks, the bombs being suspended vertically. The C.II had a pair of these racks (metal cylinders) operated by the observer. The kit indicates the

By mid 1916 German two-seater pilots were being given guns. So far as the C.II was concerned to accommodate this bulky item the original half-hoop crash pylon had to be replaced by an angular unit straddling the gun.

The gun was an IMG/08 not an LMG08/15, although some late C.IIa's did have the later gun. The weapon with its feed and empty belt trunking did nothing to enhance the pilot's view

The Wings

As stated earlier, the original wings employed a thin aerofoil section which was later strengthened and like many other German aircraft of all types, wing tip washout was a characteristic of the design. Washout is an aerodynamic device which is described as a decreasing angle of incidence towards the wing tip. In simplest terms so far as modelling is concerned, the wing tips flatten out, or to put it another way the wing section from the rear spar back flattens out. In photographs this produces a somewhat misleading impression however, the designer of the Blue Max kit understands this and the feature is reproduced in the kit.

The trailing edges of the wings (except for the ailerons) were originally of wire which produced a scalloped effect when the fabric



Whale, belly up 1: The original twin bomb apertures are well displayed here as is the rear position of the aerial exit. Note the lead weight which remains outside



Crash photos are often most revealing. This C.IIa still has the old bomb exits but also a carrier fitted. Note the hinge of the windows and the receptacle on the lower port wing undersurface to house the compass. This Roland is one of several which sported fish scale patterns and a mouth

area of the holes only, they should be drilled and filed out unless the photographic version is to be made (see photographs). A smaller hole was made in the rear belly through which the wire aerial for the Telefunken Type C wireless transmitter passed, the aerial was wound on and off a spool in the rear cockpit. The Roland C.II was used eventually as a long range reconnaissance and photographic machine and some had a large aperture cut into the belly corresponding with the camera fitting in the rear cockpit. By mid 1916 a new type of bomb developed by the Prüfanstalt und Werft (PuW, the Army Test Establishment and Workshop) was introduced. A whole range of these missiles eventually appeared and the smallest was the 12.5kg, four of which could be accommodated on a specially designed carrier fixed where the old twin holes had been, although in some aircraft both are still seen. All the PuW bombs were to be suspended horizontally.

The fixed forward firing gun

was shrunk. About half-way through C.II production this wire was replaced by a wooden strip so that the trailing edges were all straight. The aileron control system was also improved, the original cable system which passed from the upper wing to the lower had an aileron horn on the upper surface (not present in the kit). The modified system employed normal upper and lower aileron horns combined with internal cables leading to a rigid vertical control rod placed externally just behind the radiators. (see photos).

Final Modifications

Late production C.IIa's sported two distinctive features, one was an enlarged fin (supported by thin diagonal struts) and rudder and the other was the replacement (not in all machines) of a vertical stack exhaust commonly seen on other German two-seaters. It hardly needs to be stated that small variations in detail can be ascertained by a study of photos, these were mainly restricted to louvers, inspection panels etc.

Colour Scheme

Colour schemes of WWI aircraft is a subject which has almost become a minor academic discipline like social studies, immense webs of pseudo-authoritative prose have been spun despite the fact that only a limited area of this subject can be firmly authenticated. The later German printed fabric period is best documented although there is some disagreement among the cognoscenti. However, the period before the printed fabrics appear is rather more difficult. These notes are primarily concerned with German two-seaters although the schemes mentioned did apply to other army aircraft.

To start with, the subject is to some extent largely a matter of guesswork and relies very heavily on the interpretation of photographs but one needs to look at a large number of photographs to begin to understand the problem.

There is no doubt that a large number of

German aircraft up to mid 1916 (as a very rough indicator) were clear doped. This is apparent when photographs show sunshine revealing the tracery of structure and wires. Metal areas and items were protected by clear varnish or enamel, sometimes machined (those funny little whorls beloved of Fokker) and sometimes later, painted buff or some colour to match the clear doped fabric. Training aircraft of course were clear doped apart from those retired from first line service.

Then we have what has been called "the white scheme": which suggests that the aircraft were painted white, but this falls down when the background to the cross is seen as whiter than white. Some have suggested that a pale grey colour was applied which this writer finds rather feeble. This is the result of looking at photographs or more usually, reproductions in books or magazines. It might be that some were



Whale, belly up 2: A C.IIa in an almost identical position reveals the changes made. The twin bomb holes have gone and the starboard site has been adapted for the aerial exit. A large circular hole has been cut slightly further back to correspond with a cut-out in the floor to accommodate a camera. The Rolands were used as long range reconnaissance machines towards the end of their front line service life. A carrier for four 12.5kg PuW bombs has been fitted between the rear undercarriage legs (exactly below the pilot's seat) and the later aileron control horn can be seen

painted white or even pale grey; the reader can make his own mind up. There is another scheme which is to be used and for which there is some support, that is the use of light blue as an overall scheme.

The Roland C.II/IIa was employed at the Front from April 1916 to April 1917 and so straddled the period when camouflage was introduced and photographs clearly show the diversity of schemes from the overall light blue to the application of dark colours over upper and lateral surfaces.

The colour notes in the Blue Max kit refer to "an enigmatic Blue Grey" and the suggestion is that it was probably in the area of Methuen 24B3 (apologies to those who have not been able to get a copy of this book which now appears to be a collector's item). This may be true but I think that the colour had a little more body to it such as that in the area 24A5-A6. What is certain is that the actual shade would vary a little, paint mixes were not controlled by computer in those days. There are several fragments of contemporary information such as intelligence reports, reports on crashed aircraft (the French had one) and some pilot's combat reports which, generally speaking, are not renowned for precision. However, there is another clue which exists today and which will be revealed below.

Light blue of course appears as white or almost white in black and white photography which is why so many assume that the aircraft was painted white (or that mysterious pale grey). Why would the Germans adopt such a colour, and not just the army, some naval seaplanes also sported an all blue finish? It could only be that it was thought that the colour might make them less visible not to enemy aircraft flying above them but to AA gunners below. As the air war



A close up of the nose of a Linke-Hoffman C.IIa(Li) serial 3645/16 of the observer training school at Köln, the pilot is Lt. Hans Joachim von Hippel. Points to note here are the slightly swept back radiator and the aileron control rod just behind. The Roland is fitted with a bomb carrier but no pilot's gun. The demarcation line between light blue and the darker colour is not sprayed but has a feathered line with a brush. The small white dot under the radiator is the Linke-Hoffman trademark

What evolved of course was a general finish applied to army aircraft which lasted until printed fabrics were universally adopted which was later than is generally thought so far as two-seaters and large bomber aircraft were concerned.

The original light blue was retained as an undersurface colour and this leads to something interesting. As mentioned above,

in 1916 new PuW bombs were being issued to replace the old Carbonit variety, as the PuW were to be carried horizontally under wings and fuselages they were all painted light blue (HE only). It is surprising how many German bombs were dropped in France and on this country during 1917-1918 which did not explode, were removed from crashed aircraft or which obligingly landed

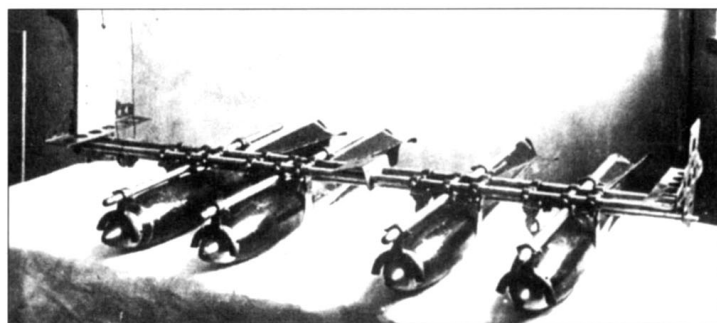
on soft soil, sand or in shallow water so that they were intact. British and French intelligence services maintained a constant flow of reports covering these missiles and recorded all the details, including the colour, "light blue".

Some miraculously survived to be displayed in the IWM where I first saw them in the early 1950s long before the era of



A fully armed C.IIa(Li) and crew in wintry conditions, this late machine has the rhino type exhaust stack. (Colin Owers)

developed and Allied scouts became more numerous some steps were taken to tone down the bright blueness and one or two photographs suggest that one easily applied technique was to smear a darker shade (possibly grey) over the upper and lateral surfaces. In addition, a rough form of camouflage was being applied to other German aircraft which took the form of very ragged wide streaks of a dark colour usually painted diagonally over wing surfaces and upper fuselage. The colours are well known from reports on captured aircraft, they were dark and reddish brown (maroon), dark and mid-green, purple and mauve (descriptions in intelligence reports). It is apparent from photographs that these finishes were applied in varying ways, usually with a brush but later, at factories, a spray gun was used.



This is a carrier for 12.5Kg PuW bombs as fitted to a Gotha G.IV. The carrier was capable of accommodating six bombs and is here loaded with four black painted practice bombs on a training rig. The quadruple carrier fitted under the Roland was exactly the same design except that it was shortened to about half the width seen here

Modellers Tip

The kit wing trailing edge needs a little cleaning up and one method of ensuring a regular scalloped edge is to fix a small steel rule to the upper surface as shown and held with double sided tape - it must be firmly fixed

A half round file (not a fine one), is wrapped with the finest wet and dry paper as shown, lubricated with soapy water and used to gently pare away the spaces between the rib ends. The covered file should be held at a shallow angle, always undercutting for safety, the steel rule acts as a safety edge to ensure evenness and a 'straight' edge. What must be avoided is a tendency to make too deep cuts, the scalloping should be very subtle and always carried out on the upper surface. The file should cut in one direction only as indicated. It would be wise to try the process out on a piece of scrap plastic first.



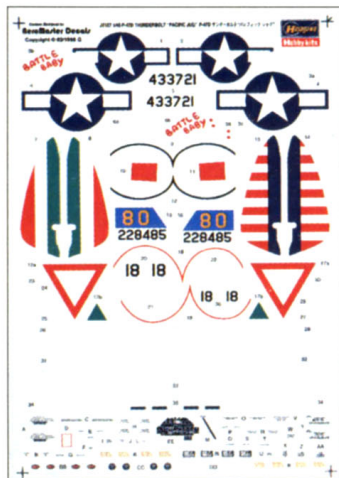
'living experience' when everything was on display like an old fashioned Woolworths. Like the Carbonits also on display, the PuWs still retained their original colour. Last year one of the PuW bombs was shown in a special display in the IWM. I regret to say that someone had decided to paint the tail assembly yellow for some inexplicable reason but the body, although apparently also repainted (or clear varnished) was in a colour accurate as I remember it.

Now some say this is a tenuous link however, it is a link even if it is acknowledged the original light blue would darken slightly over the years, but it has more than a scintilla of Probity.

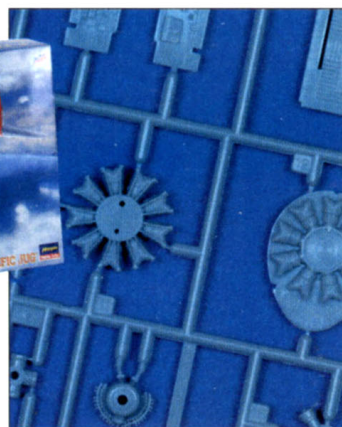
Harry Woodman

Republic P-47D Thunderbolt

Hasegawa


1/48th
SCALE


The new decal sheet from AeroMaster



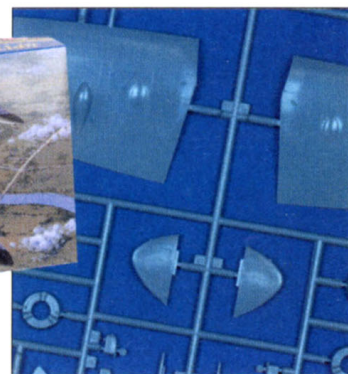
The parts from the P-47D-25

Technical Data

Kit: Republic P-47D Thunderbolt 'Pacific Jug'
Price: £19.00
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Type: Injection Moulded Plastic
Parts: Plastic 94, Clear 9
Colour Options:
 • 1. P-47D-25, 44-33721, '18'
 • 2. P-47D-25, 42-28485, "Battle Baby"
Manufacturer: Hasegawa Seisakusho Co., Ltd.,
 3-1-2 Yagusu, Yaizu, Shizuoka, 425 Japan
UK Importer: Amerang Ltd., Commerce
 Way, Lancing, West Sussex. BN15 8TE
 Tel: 01903 765496 Fax: 01903 765178
Originally Issued: 1997
Also issued by: N/A

Supermarine Spitfire Mk Vb

Hasegawa


1/48th
SCALE


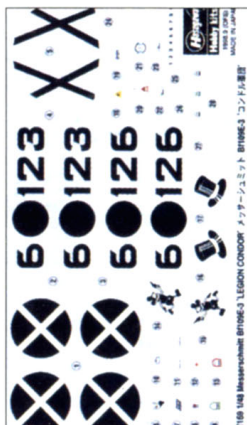
A look at some of the parts from the Spitfire kit

Technical Data

Kit: Supermarine Spitfire Mk Vb 'Biggin Hill'
Price: £12.50
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Type: Injection Moulded Plastic
Parts: Plastic 67, Clear 6
Colour Options:
 • 1. AGM of No. 74 Squadron, RAF Biggin Hill flown by Adolph G. 'Sailor' Malan
 • 2. PR-J of No. 609 Squadron, RAF Biggin Hill
 Note: Neither of these options are given serial numbers?
Manufacturer: Hasegawa Seisakusho Co., Ltd. (address elsewhere)
UK Importer: Amerang Ltd. (address elsewhere)
 Tel: 01903 765496 Fax: 01903 765178
Originally Issued: 1996
Also issued by: N/A

Messerschmitt Bf 109E-3

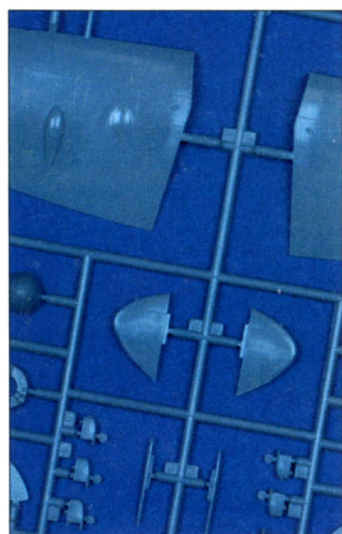
Hasegawa


1/48th
SCALE


The new decal sheet

Technical Data

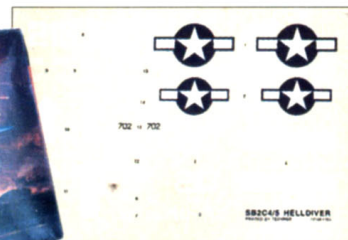
Kit: Messerschmitt Bf 109E-3 'Legion Condor'
Price: £15.00
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Type: Injection Moulded Plastic
Parts: Plastic 48, Clear 4, Etched 5
Colour Options:
 • 1. 6+123 of 3./JGr.88, Legion Condor.
 • 2. 6+126 of 2./JGr.88, Legion Condor.
Manufacturer: Hasegawa Seisakusho Co., Ltd. (address elsewhere)
UK Importer: Amerang Ltd. (address elsewhere)
 Tel: 01903 765496 Fax: 01903 765178
Originally Issued: 1996 (New Mould)
Also issued by: N/A



A look at some of the parts from the Bf 109E-3 kit

Curtiss SB2C Helldiver

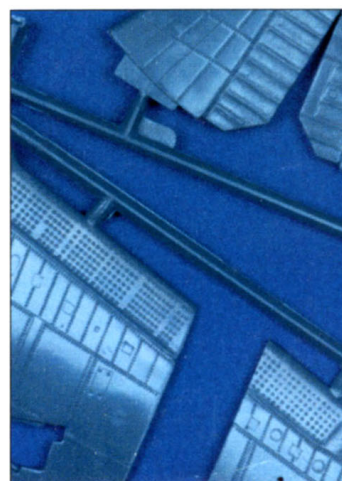
SK Model


1/72nd
SCALE


The new decal sheet is by Techmod and, unfortunately, is not very good

Technical Data

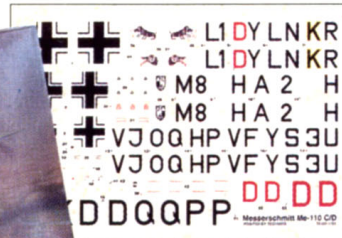
Kit: Curtiss SB2C Helldiver
Price: £4.50
Origin: Airfix
Panel Lines: Raised ✓
Fabric Effect: Raised ✓
Type: Injection Moulded Plastic
Parts: Plastic 72, Clear 5
Colour Options:
 • 1. SB2C-4, VMSB-244 "Bombing Banshee" in 1945. This machine is ANA 623 and 608 over 601.
 • 2. SB2C-4E, '210', VB-84 on USS Bunker Hill in July 1945. This aircraft is ANA 623 overall with the extreme engine cowling in yellow.
 • 3. SB2C-5 of VB-9 on USS Lexington in 1945. This machine is ANA 623 overall with a matt black anti-dazzle panel on the upper nose.
Manufacturer: SK Models, ul. Piastowska 30, 80-332 Gdansk, Poland.
 Tel/Fax: 48 (0) 58 52 17 64
UK Source: Bellrock Models, 29 Bellrock Avenue, Prestwick, Scotland. KA9 1SQ
Originally Issued: 1968
Also issued by: MPC (USA), Toltoys (Australia/New Zealand), USAirfix (USA)



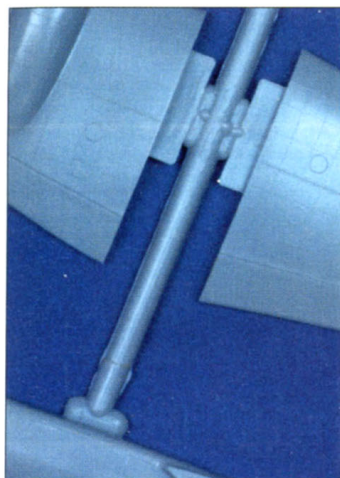
The mouldings are the old Airfix kit

Messerschmitt Bf 110C/D

SK Model



The new decal sheet is by Techmod, and once again poor

1/48th
SCALE


The mouldings are the old Airfix kit

Technical Data

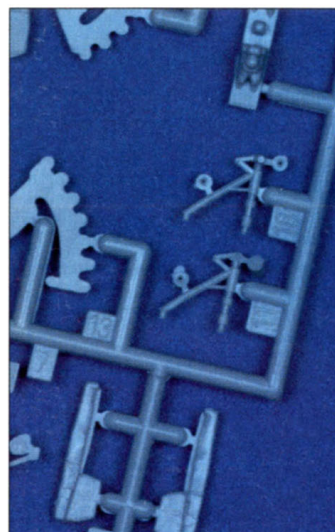
Kit: Messerschmitt Bf 110C/D
Price: £4.50
Origin: Airfix
Panel Lines: Raised ✓
Fabric Effect: Raised ✓
Type: Injection Moulded Plastic
Parts: Plastic 44, Clear 1
Colour Options:
 • 1. Bf 110C, A2+KH of 1/ZG 52 in 1940.
 • 2. Bf 110D-0, VF+HP.
 • 3. Bf 110C-1, M8+DH, 1/ZG 76.
 • 4. Bf 110D, VJ+OO, the machine that brought Rudolf Hess to the UK in 1941.
 • 5. Bf 110C-1, L1+DY, I(Z)/LG.
 • 6. Bf 110D, 3U+YS, 8/ZG 26 based in North Africa in 1941.
 • 7. Bf 110C-7, LN+KR, 7/JG 5.
Manufacturer: SK Models, ul. Piastowska 30, 80-332 Gdansk, Poland.
 Tel/Fax: 48 (0) 58 52 17 64
UK Source: Bellrock Models (see address elsewhere)
Originally Issued: 1959
Also issued by: Airfix Corporation of America (USA), Airfix Craftmaster (USA), Toltos (Australia/New Zealand) & MPC (USA)

Grumman F-14A

Shanghai Dragon



The decal sheet is of the highest quality


1/144th
SCALE


The excellent quality of the Dragon tooling in this small scale is evident

Technical Data

Kit: Grumman F-14A 'Wolf Pack CAG VF-1'
Price: £7.80
Origin: Dragon (Hong Kong)
Panel Lines: Engraved ✓
Type: Injection Moulded Plastic
Parts: Plastic 42, Clear 1
Colour Options:
 • 1. F-14A, 162597 of VF-1 'Wolf Pack'
Manufacturer: Shanghai Dragon Models & Toys Co., Ltd, 1238 Wu Zong Road, Shanghai, China.
 Tel/Fax: 21 64060568 Fax: 21 64010753
UK Importer: Richard Kohnstam Ltd (RIKO), 13-15a High Street, Hemel Hemstead, Herts. HP1 3AD
Originally Issued: 1992

Canadair Tutor 'Snowbirds'

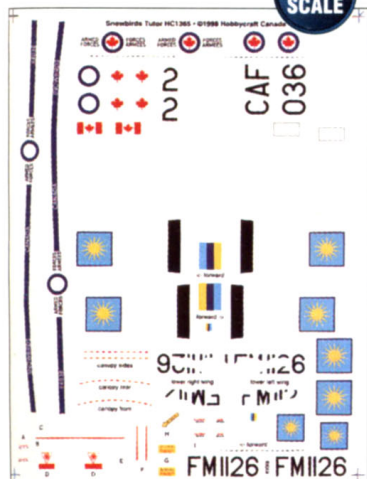
Hobbycraft


1/72nd
SCALE


The mouldings are basic, but of good quality

Technical Data

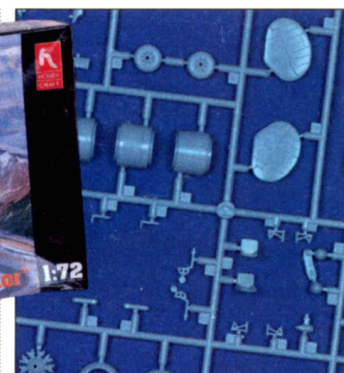
Kit: Canadair Tutor 'Snowbirds'
Price: £6.99
Origin: Hobbycraft (Canada)
Panel Lines: Engraved ✓
Type: Injection Moulded Plastic
Parts: Plastic 26, Clear 5
Colour Options:
 • 1. 114036 of the Canadian Air force display team "Snowbirds"
 • 2. FM1126 of the Malaysian Air Force in 1967, or 1985 schemes.
Manufacturer: Hobbycraft Canada, 140 Applewood Crescent, Concord, Ontario, Canada. L4K 4E2
UK Importer: Pocketbond Ltd (see Advertisers Index)
Originally Issued: 1989



The decal sheet is of excellent quality and colour density

Beech C-45G/H Expedito

Hobbycraft


1/72nd
SCALE


The mouldings are of good quality, although a little basic in detail

Technical Data

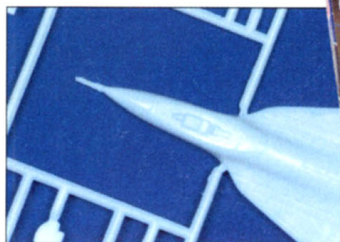
Kit: Beech C-45G/H Expedito
Price: £10.99
Origin: Hobbycraft (Canada)
Panel Lines: Engraved ✓
Type: Injection Moulded Plastic
Parts: Plastic 49, Clear 8
Colour Options:
 • 1. C-45G, 210749, USAF in 1954
 • 2. C-45H, 111495 of the USAF in 1955
 • 3. Expedito, HH-K of the RCAF in 1952
 • 4. C-45G, N34588 in Vietnam in 1956
 • 5. C-45H of the USAF in Vietnam during 1960
 • 6. C-45H, 6-G-14 of the Argentine Navy, based at Beagle Islands in 1979.
Manufacturer: Hobbycraft Canada (see address elsewhere)
UK Importer: Pocketbond Ltd (see Advertisers Index)
Originally Issued: 1989



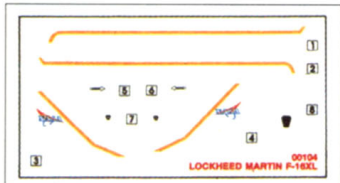
The decal sheet is of excellent quality

Lockheed Martin F-16XL

Airfix



The mouldings are basic, but quite crisp in this scale



The decal sheet is matt and offers the basic markings



1/144th SCALE

Technical Data

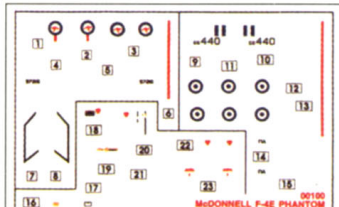
Kit: Lockheed Martin F-16XL
Price: £2.99
Origin: Crown (Japan)
Panel Lines: Engraved ✓
Type: Injection Moulded Plastic
Parts: Plastic 44, Clear 1
Colour Options:
 • 1. '849' operated by NASA in 1998. This machine is black over white with the lower fuselage section in light grey.
Manufacturer: Airfix, Marfleet, Hull, North Humberside, HU9 5NE, England.
Also Issued by: Crown and LS

McDD F-4E Phantom II

Airfix



The basic mouldings



The decal sheet even offers stencils



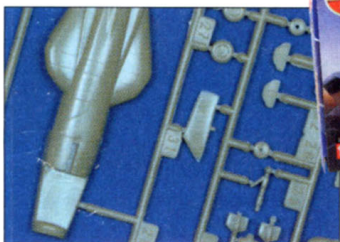
1/144th SCALE

Technical Data

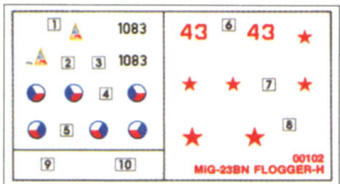
Kit: McDD F-4E Phantom II
Price: £2.99
Origin: Crown (Japan)
Panel Lines: Engraved ✓
Type: Injection Moulded Plastic
Parts: Plastic 30, Clear 1
Colour Options:
 • 1. 82nd Wing, RAAF, Amberley, Queensland, Australia, 1973. This machine is in a three-tone camouflage over grey.
 • 2. No. 338 Squadron, No. 117 Wing, Andriavira Air Base, Greek Air Force, 1994. This machine is in a two-tone grey scheme overall.
Manufacturer: Airfix (address elsewhere)
Also Issued by: Crown and LS

MiG-23BN 'Flogger H'

Airfix



The mouldings



The decal sheet offers national insignia only



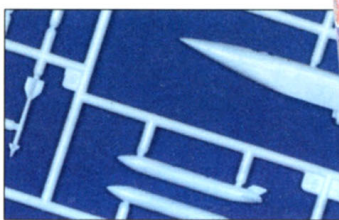
1/144th SCALE

Technical Data

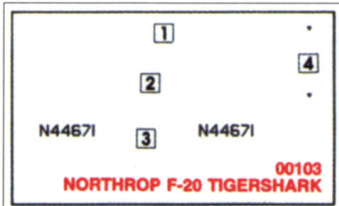
Kit: MiG-23BN 'Flogger H'
Price: £2.99
Origin: Crown (Japan)
Panel Lines: Engraved ✓
Type: Injection Moulded Plastic
Parts: Plastic 35, Clear 1
Colour Options:
 • 1. Czech Air Force example in a green, brown and tan scheme over blue.
 • 2. A Soviet Air Force example in the same scheme as the previous example.
Manufacturer: Airfix (address elsewhere)
Also Issued by: Crown and LS

Lockheed Martin F-16XL

Airfix



The mouldings



The tiny decal sheet



1/144th SCALE

Technical Data

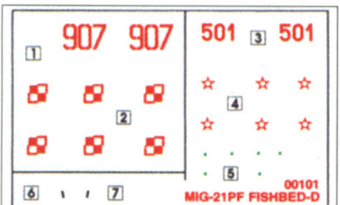
Kit: Northrop F-20 Tigershark
Price: £2.99
Origin: Crown (Japan)
Panel Lines: Engraved ✓
Type: Injection Moulded Plastic
Parts: Plastic 35, Clear 1
Colour Options:
 • 1. Northrop demonstration aircraft, 1986. This machine is black overall.
Manufacturer: Airfix (address elsewhere)
Also Issued by: Crown and LS

MiG-21PF 'Fishbed D'

Airfix



The mouldings



The tiny decal sheet



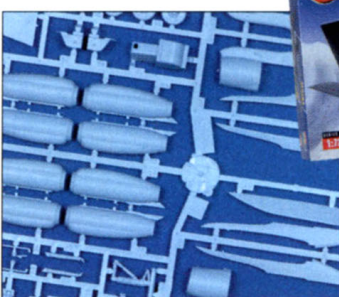
1/144th SCALE

Technical Data

Kit: MiG-21PF 'Fishbed D'
Price: £2.99
Origin: Crown (Japan)
Panel Lines: Engraved ✓
Type: Injection Moulded Plastic
Parts: Plastic 29, Clear 1
Colour Options:
 • 1. 'Red 907' of the Polish Air Force in bare metal overall.
 • 2. 'Red 501' of the Hungarian Air Force also bare metal overall.
Manufacturer: Airfix (address elsewhere)
Also Issued by: Crown and LS

Boeing AWACS E-3D Sentry

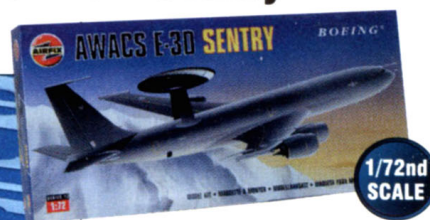
Airfix



A sample of the mouldings



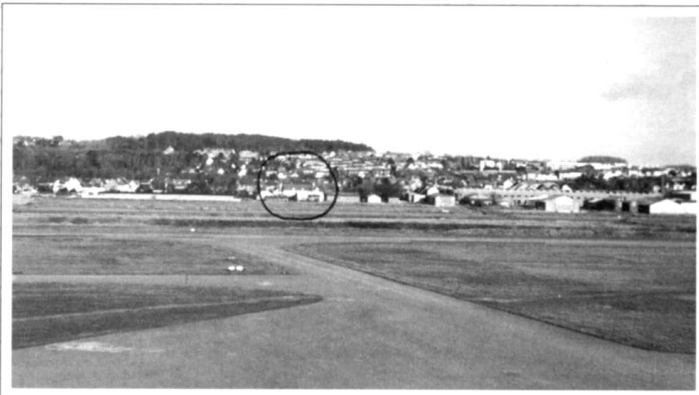
The decal sheet



1/72nd SCALE

Technical Data

Kit: Boeing AWACS E-3D Sentry
Price: £29.99
Panel Lines: Engraved ✓
Type: Injection Moulded Plastic
Parts: Plastic 110, Clear 10
Colour Options:
 • 1. Sentry Mk 1, ZH102 of No. 8 Squadron, RAF Waddington, 1991.
 • 2. E-3F, 36-CA of 36e Escadron de Détection Aéroportée (EDA), BA702 Avord, France in 1991. Both of these options are light grey overall.
Manufacturer: Airfix (address elsewhere)
Also Issued by: Heller



Le Touquet airfield looking eastwards to Etaples on the far side of the river Canche. (J.P.Dunetz)



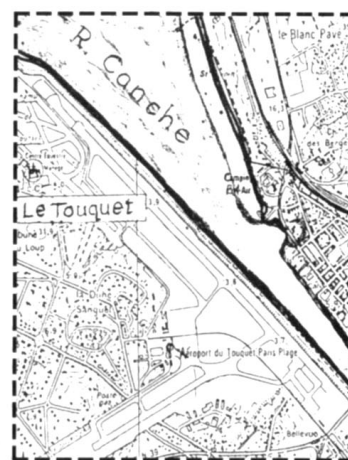
The boundary hedge facing Etaples across the Canche where the Emilis of I./JG53 occupied a line of sandbagged shelters in 1940. At another spot there were tracks into a wood where aircraft were concealed. The grass of 1940 now has runways and taxi-tracks and a modern control tower. (J.P.Dunetz)

Foreign Fields Pt.4

by Michael Payne



Fw. Werner Stumpf (centre) sees off an element of 7./JG53 on a misty morning in November 1940 at Le Touquet. Note the form of the Balkenkreuz on 'White 2' and its fin without a swastika. The light has distorted the grey (02) camouflage colour, but brought out the yellow ID areas.



Le Touquet as it is today, with runways and taxi tracks, parking areas and buildings around the control tower.

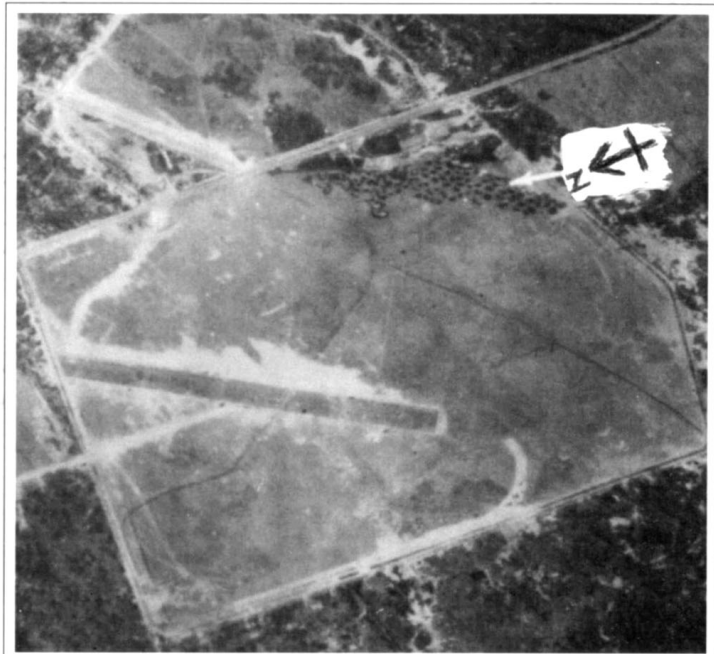
In 1940 there was an aerodrome of sorts at Le Touquet, a small resort at the mouth of the River Canche with a population of under 4,000 (1952 guide book). Each summer the town became a fashionable holiday centre with a casino, hotels, villas and a beach called Paris-Plage. The railway was across the river, in Etaples. Reference to the two maps shows the airfield beside the river with its two modern runways. In 1940 it was a grass field about 1,600 yards long bordered by woodland, a race course, a polo ground and a golf course. Its situation rendered it very vulnerable to low level air attack, easily located and with minimal risk to French lives. A plan was explored to breach the river bank at high tide in order to flood the airfield.

It was here that the Bf 109E-7s of I and III Gruppen of JG 53 'Pik-As' came at the end of August 1940, when they moved from Normandy and Brittany. They also used the field at Berck-s-Mer and an airstrip a few miles inland. Dispersal areas were made among the trees, some of these involving a long taxi-way; and a series of sandbagged pens were constructed along the rough hedgerow facing east towards Etaples and on the fringe of scrub land to the south. Camouflage netting was strung over these structures to conceal the dispersed aircraft. Germans called these 'Splitterboxen'. Many

holiday homes and villas were requisitioned to house the airmen. It was said the pilots occupied sea-front hotels, though their charm must have worn off with the onset of wintry weather.

The Luftwaffe Generalmajor, Theo Osterkamp lived, it is said, in Villa Les Iris along the Avenue du Golf. As 'Jafu 2' he directed the cross-channel fighter operations. Adolf Galland related a visit to Le Touquet from Brest-Guipavas for Osterkamp's birthday in April 1941, with his aircraft loaded with fresh lobsters and champagne (A decal sheet for this machine was produced by AeroMaster a few years ago - Ed). Like Goering, Osterkamp had been a fighter pilot during the Great War, commanding Marinejagdstaffel 2 on the Western Front. And until July 1940 he had been Kommodore of JG51. Major Werner Mölders succeeded him in this command.

In the post war years Le Touquet enjoyed a real boom in holiday traffic when Silver City Airways, with their large Bristol Wayfarers from the specially built base at Lydd used Le Touquet to carry British motoring holiday makers across the channel. I can confirm this was a vast improvement on the primitive Newhaven-Dieppe ferry which had taken a whole day off each end of one's holiday. The facilities at Le Touquet were efficient and one could enjoy a second breakfast in Montreuil.



This was Berck-sur-mer airfield, beside the main N-5 highway and with a dispersal area among the trees to the east. The runway was about 750 yds long. Being so close to the coast this airfield was always liable to be strafed by marauding RAF aircraft. (Wood)

In September 1940, having so recently come out of France, the RAF knew quite well how Le Touquet was being used, so

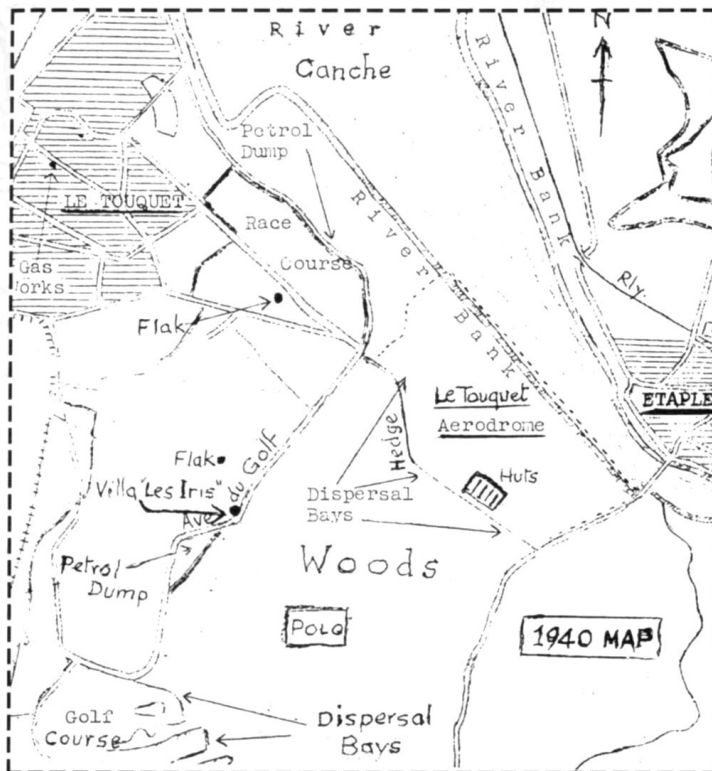
it is surprising that this fringe target seems to have escaped the attentions of Bomber Command.



One of the remaining hangars at Berck-sur-Mer, a small established airfield used by JG53 in Autumn 1940. Set near the coast, south of Le Touquet, it was vulnerable to attack and used irregularly by fighter units.



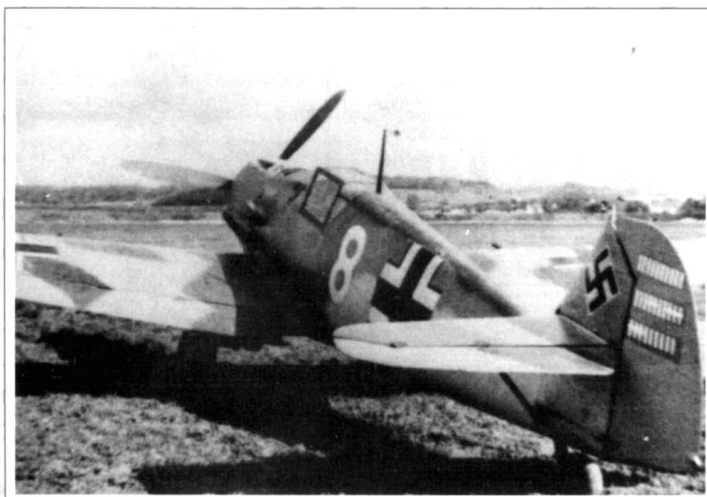
This was P/O. Falkus' Spitfire, of No. 222 Sqn. at Hornchurch, who was obliged to force land at Le Touquet during May 1940, during operations in support of the Dunkirk evacuation. He failed to avoid capture. In recent years he was recognised as one of the great experts on fly fishing. The Spitfire's starboard tyre was flat. It was in standard colours. ZD-A was P9317.



The environs of Le Touquet airfield as they were known in late 1940. The plate is away to the west.



Hauptmann Mayer's Kommandeur aircraft with bomb rack and red cowling band. The armoured hood was the older rounded type, the fuselage sides were lightly mottled and the Stab markings (seen in another photo) was a normal chevron (Winkel) and a very small triangle inside it, both black outlined white. Upper wings were darker than usual. This sandbag splitterbox was on the north west boundary of Le Touquet airfield. (Sauer, via Prien)



Hauptmann Hans-Karl Mayer's 'White 8', with twenty-nine claims on its yellow rudder. It is on Le Touquet airfield facing the river and the hills beyond Etaples. Modellers note yellow cowling (without emblem), dark green spine, gray (02) sides and upper wings, blue (65) lower fuselage and dark green pattern on wings and tail. The fin was 02, leaving 65 areas in the swastika. Framing on the hood was dark gray. The tailwheel cavity has been closed and the spinner was probably capped. It was an E-7B. (via Prien)

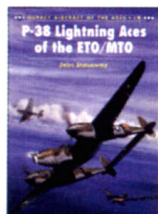


'Black 2' of 8./JG53 taxis from the dispersals in the woods at Le Touquet in October 1940 for one of the unit's frequent Jabo raids. Note the capped spinner, all yellow nose and the style of cross used generally by III. Gruppe. (via Prien)

Four new titles in the 'Aircraft of the Aces' and 'Combat Aircraft' series from Osprey

P-38 Lightning Aces of the ETO/MTO
by John Stanaway
Price: £10.99
Publisher: Osprey Publishing

This title comes in a 18x25cm format with 96 pages of contents and a laminated card cover.



Basically you get a listing of all the aces within the ETO and MTO who flew the P-38. The first chapter deals with the first P-38 aces, with the likes of Virgil Smith and Jack Ilfrey. The next deals with operations over the desert by the likes of the 14th and 1st Fighter Groups. Mediterranean operations are covered next with the invasion of Italy and the P-38 aces from this campaign and then aces in the 15th Air Force and the Polisti operations. The next chapter offers details of P-38 aces of the 8th and 9th Air Forces, and this section details aces per Fighter Group. The appendices in the title list all of the aces per the 12th, 15th, 8th and 9th Air Forces, a set of scale plans for the P-38H, J/L and F/G. The final item in the book is a listing of captions for the colour plates included in the centre pages. There are ten pages of colour side views of aces' P-38's with four views per page and these are followed by colour renditions of pictures of six of the leading aces.

German Night Fighter Aces of World War 2
by Jerry Scutts
Price: £10.99
Publisher: Osprey Publishing

This title comes in the same format as the previous example with 96 pages, of which 12 are in colour.

The text deals with the early beginnings of the Luftwaffe Nachtjäger force, with the formation of NJG.1 under the command of Wolfgang Falck. The use of the Ju 88 and Do 217 by I/NJG 2 in the intruder role is covered in the next chapter and this is followed by a chapter dealing with the evolution and use of radar in the night fighter role. 'Wilde Sau' operations and home defence are

covered in the next chapter, with a look at the use of single seat fighter in the role. The Wild Boar operations against the RAF's night bombing campaign are covered next and in this chapter the use of oblique firing cannons is discussed. Then the book deals with the last night fighter kills, and of course includes mention of the jet fighter in the role. The appendices include a list of all the leading Luftwaffe night fighter aces, a set of scale plans for the Bf 110G-4, Ju 88G and He 219, and finally a complete set of captions for the colour plates in the centre of the title. These colour plates include side views of 36 aircraft, among them the Bf 110, Ju 88 and He 219 and new colour renditions of six portraits of famous aces.

Imperial Japanese Navy Aces 1937-45
by Henry Sakaide
Price: £10.99
Publisher: Osprey Publishing

This title is in the same format as the previous title, although this edition has 112 pages of contents.

The narrative has been split into operational areas and times, with details of the pilots that became aces during these operations. The events covered include the China War, the early months of the Pacific War Midway, New Guinea, Rabaul and the Solomons, the central Pacific to the Philippines and finally, home defence. Within each chapter there are details of the pilots who became aces during this time. There are detailed accounts of their action and usually a good portrait photograph of each. There are 13 pages of colour artwork towards the middle of the title and these include 43 side profiles of such types as the A6M and Raiden, and are followed with new colour portraits of a number of the aces featured. The appendices include a complete list of all JNAF Air Groups during WWII, a complete listing of JNAF aces and then there are captions for the colour artwork in the centre section. The final item is a set of scale

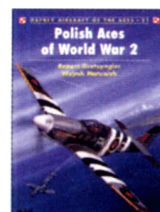
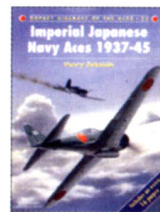
plans for the A6M, A5M, Raiden, Shinden-Kai and Gekko.

This title offers a great over-view to the opposition's aces during WW2 and the excellent artwork backs up the numerous black and white photographs throughout the text.

Polish Aces of World War 2
by Robert Gretzyngier and Wojtek Matusiak
Price: £10.99
Publisher: Osprey Publishing

Once again this title is in the same format as the previous one with 96 pages, 16 in colour and a laminated card cover.

The narrative deals with the early pre-war days of the Polish Air Force and this is followed by the initial operations during the first year of war. The Battle of Britain is covered, with the



setting up of a number of Polish squadrons within the RAE. The rebirth of the Polish Air Force within the UK is dealt with and this is followed by a detailed look at the Northolt Wing. Operations in the desert by 'Skalski's Circus' are covered next and then a look at Polish pilots within the USAAF. The operations by both RAF and USAAF Polish pilots during and after the invasion are discussed and this is followed by a chapter devoted to details of what happened after the war with some of the top aces. The appendices list the Polish order of battle on the 1st August and 1st September 1939, a listing of all the top Polish aces and scale plans of the PZL P.11C, MS.406, C.714C1, MB 152C1 and D.520C1. As always the last section gives the captions for the colour plates in the centre pages. These colour plates include 51 side views of such types as the PZL P.11, Hurricane, Spitfire, P-51 and P-47. There are also colour renditions of all the Polish Air Force unit badges and portraits of six of the top aces.

Blenheim Squadrons of World War 2

Blenheim squadrons of World War 2
by Jon Lake
Price: £10.99
Publisher: Osprey Publishing (see address elsewhere)

This title is number 5 in the popular 'Combat Aircraft' series and it comes in a similar sized format to the previous titles. This edition has 104 pages of contents, of which twelve are in colour.

The narrative text first looks at the development that led to the Blenheim design, with details of the Bristol 142 and 142M. Operational entry into the RAF is also covered and this is followed by a section looking at the 'Phoney War' and 'Blitzkrieg' which was a bad period in the Blenheim's history, as losses at this time were extremely heavy. Anti-shipping and offensive operations are dealt with next and this is followed by chapters looking at the use of the type within Fighter and Coastal Command. Use of the Blenheim in the Middle East and Mediterranean is covered next with details of the Free French use of the type and the arrival of the Bisley. The final chapter deals with operations



'East of Suez' and this covers SEAC use. Once again the final sections include a set of scale plans and a complete set of captions for the colour plates in the centre. These colour plates offer 40 side views of a good mixture of variants and six colour renditions of various famous Blenheim pilots.



SIAI S.79 Part 1

SIAI S.79 Part 1
by Cesare Gori
Price: £7.95
Publisher: La Bancarella Aeronautica, Corso Duca degli Abruzzi 12, 10128 Torino, Italy
Tel: 011 531341 Fax: 011 5629359
UK Source: Midland Counties Publications (see Advertisers Index)

This is the latest in the excellent 'Ali d'Italia' monograph series and it is the first of two volumes on the S.79. The title comes in an A4 format with 48 pages and a laminated card cover.

Any that are familiar with this series will be aware that the front and back pages are gatefold and offer colour artwork of various machines

plus a good rendition of the cockpit interior. Thankfully the title comes with both Italian and English text and photo captions. The narrative deals with the design that led to the S.79 with details of how this civil airliner was converted to military use. Each page contains three to four period black and white photographs to illustrate what is being said in the narrative. There are also a number of 1/72nd scale plans of various versions of the S.79 throughout, and these include the first prototype, the military S.79K prototype, a full set for the S.79K/M 1a Serie, the S.79R, S.79 Bideriva and the S.79 that was registered I-ALAN. All through there are a mass of good quality period photographs and these include some detail shots and a large number covering the racing machines; I-LICA, I-TOMO, I-BRUN, I-MONI and I-CUPA.

The last section is a technical look at the type and this includes a good cutaway and a number of extracts from the manufacturer's manual. Details for the interior are included, along with clear photographs of the cockpit area, bomb bay and gun positions. These are backed up by the colour artwork depicting the cockpit main instrument panel and bomb aimer's position which are offered on the fold-out back pages.

This is an excellent title. The English text makes it very useful from a technical/historical standpoint and the scale plans, colour artwork, load of black and white photographs and technical data are a real bonus for all model makers.

Our thanks to La Bancarella Aeronautica for the review sample.

Me 262 Volume Two

Me 262 Volume Two

by J. Richard Smith & Eddie J. Creek

Price: £TBA

Publisher: Classic Publications, Quarry Ridge House, 7 Quarry Close, Burgess Hill, West Sussex. RH15 0TJ

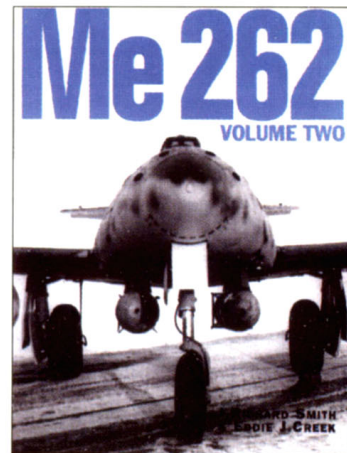
This title is the follow-on from the first part which we reviewed in June 1997 (see Vol 4 Iss 6 Page 396).

This volume is hardback, with 44 pages of contents. The majority of the illustrations etc are black and white, but there are a number of excellent fold-outs with artwork by Eddie Creek. The narrative deals with the operational evaluation of the Me 262 by Erprobungskommando 262. In this section you get two gatefold pages with sideview artwork of five Me 262s operated by Erprobungskommando 262 at Lechfeld in 1944. The next chapter deals with all of the variants of the Me 262.

There are excellent technical drawings of the MK 103 and MK 213 machine guns by Arthur Bentley. The MK 214 armed A-1a/U4 is offered as a colour plate within this section too. All of the A series is dealt with, along with the B-1a and the rocket-assisted C series. The next chapter looks at development work using the Me 262 with such types as the V056 (nightfighter), chop-tail second V2 (W/Nr. 170056), the V5, the 'Jabo' V7, the fitment of the SG 166 system, the WGr motar, R4M rockets, BT 400 aerial torpedo, Hs 298 missile, X-4 and projects like the 'Lorin', Mistel, Me P.1099 and P.1100. This is followed by a chapter looking at the experiences of Allied troops and pilots who encountered the Me 262 for the first time. The next chapter looks at the production of the Me 262 late in the war at remote sites such as the Leipheim and Obertaubling assembly sites. This section includes a number of views of

these sites after capture and it is nice to be able to see the other views of the woodland assembly plants after having to put up with the same old photo for a number of years! Next comes a chapter that looks at the initial operational training of the Me 262, with Kommando Nowtmy at Achmer. Once again this section includes a number of colour side views of a selection of Me 262s operated by this command and there are a number of good black and white period photographs once again. The final items in this title are three appendices dealing with camouflage and markings, Luftwaffe ranks and flying units and Me 262 specification data.

As you will have guessed, this is a 'must' title for any Luftwaffe fan. The first volume was also in this class and we look forward to the next. The level of research coupled with the excellent presentation, technical data and personal accounts make this a very readable title, as well as being a reference source. Modellers will love the technical information and colour artwork,



and all aviation enthusiasts will just settle down in the armchair for the winter and enjoy the information contained within it.

Buy one, you will not regret it (although you may not be able to put it down once you start reading it!). Our thanks to Classic Publications for the review sample.

The Samurai's Wings (Army)

The Samurai's Wings (Army) – A modeller's guide to the colour schemes and markings of Imperial Japanese Army aircraft, 1939-1945

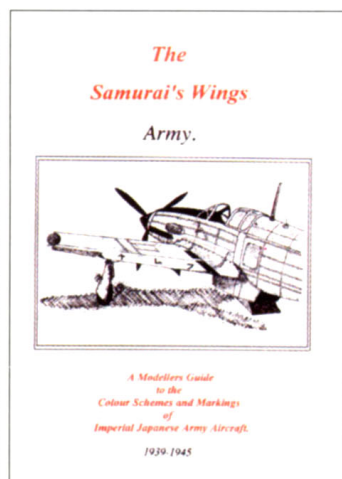
by Peter Fearis

Price: £25.00 plus £4.00 UK postage

Publisher: Kaburaya Books, 45 Percival Drive, Copnor, Portsmouth, Hants. PO2 7RX

This title is privately published and is presented in a spiral binding with 269 pages.

Now I bet many of you have wondered where Peter has been, as his Emperor's Wings series has only had one part added this year, well, this book is the answer. What you have here is an excellent modeller's guide to the complex and confusing topic of IJA camouflage and markings. Peter has created this title in a very logical manner, dealing with all the areas that any modeller will come across as they start to research this subject. Each chapter deals with a specific topic as follows; reference material, colours, hobby colours, colour schemes, interiors, propellers and other details, the Hinomaru, Sentai markings, weathering, photographs and a complete kit and decal listing. The first chapter helps you appreciate some of the problems inherent in using published text, photographs and scale drawings in the hobby and the colour section that follows gives a detailed look at all the colours applicable to this volume. The chapter dealing with hobby colours takes a look at this complex subject and gives you a run down of those currently readily available. This chapter also contains no less than three pages of individual colour chips. Next comes a detailed look at the types of colour schemes applied to IJA aircraft and here Peter deals with each type in depth and includes clear photographs of his own models to illustrate this. The detail chapter that follows will have modellers getting all excited, as it offers not just information on this subject but also lists all interior colours per aircraft types, looks at seat belts, propeller markings, anti-



dazzle panels, stencils, Sentai and Chutai markings, bomb types and colours and even auxiliary fuel tanks. The colour and style of the Hinomaru is covered next and this is followed with a more detailed chapter on Sentai markings. The next chapter will interest many, as Peter goes into depth about how he weathers his models so effectively. The next chapter offers a mass of overall and detail photographs of preserved Japanese aircraft types around the world and these include interior shots in such types as the Ki-84, Ki-46 and Ki-100. The final chapter offers a comprehensive listing of all aircraft kits and decals and these are supplied in tabular form for each aircraft type and in all mediums and scales.

Overall this is a stunning title from Peter and one which I am sure will be of great use to all modellers of this subject matter. If you make IJA subjects in any scale then you need to add this to your collection now. But be quick, the production of this title is limited and each edition is numbered and personally signed by the author.

Our thanks to Kaburaya Books for the review sample.

Courage Alone: The Italian Air Force 1940-1943

Courage Alone: The Italian Air Force 1940-1943

by Chris Dunning

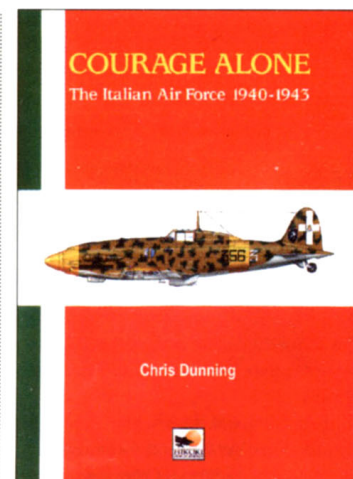
Price: £29.95

Publisher: Hikoki Publications Ltd., 16 Newport Road, Aldershot, Hants. GU12 4PB
UK Sources: Midland Counties Publications (Tel: 01455 233 747) and The Aviation Bookshop (Tel: 0171 272 3630)

This latest title from Hikoki is hardback with 272 pages with 16 in colour.

The title takes a look at the Regia Aeronautica and re-assesses the role that they played in WWII. The Italian Air Force has never had the attraction of the Luftwaffe and it has always been shown as a rather ineffective force. The narrative text begins with a brief chronology of the Regia Aeronautica's service from 1940 to 1943. This is followed by an extremely useful description of the command structure and this includes a mass of maps showing operational areas and airfields. The next chapter deals with each combat unit, with a detailed account of their movements and operational history. This is a large chapter and it is well illustrated with period black and white photographs. This is followed by another chapter that offers the same level of information on the independent Squadriglie. The next few chapters deal with the allocation of the Squadriglie by Gruppo and orders of battle for June 1940-September 1943.

With the bulk of the book now past, the remaining chapters are greatly reduced in size, although they each deal with a specific subject. The subjects covered are; the carrier Aquila, anti-shipping operations, aircrew training and ranks, fighter aces, aircraft types, aircraft equipment (guns, sights, bombs and radios), Regia Aeronautica camouflage,



aircraft markings and finally, an analysis of the reasons behind the defeat of the Regia Aeronautica. Within the camouflage section there are the colour pages. These contain artwork by no less than Richard J. Caruana, so you know the quality. There are a mass of colour side views of various machines including the CR.32, CR.42, C.202, C.205, Re 2000, Re 2001, Re 2005, Ba 65, D.520, Ju 87, Bf 109, Bf 100, Ca 31, BR.20, Z.1007, P.108B and SM.79.

Overall the author has managed to create a detailed, just, dispassionate history of the Regia Aeronautica. The twelve years of research that has gone into this title shines through and the title can be highly recommended to all. The modeller will love the many photographs and excellent colour artwork, while the aviation enthusiast will find this title a great reference source for the Regia Aeronautica.

Our thanks to Hikoki Publications for the review sample

Fiat G.55

Fiat G.55

by Piero Vergnano & Gregory Alegi

Price: £TBA

Publisher: La Bancarella Aeronautica (see address elsewhere)

UK Source: Midland Counties Publications (see Advertisers Index)

This title is in an A4 format with 56 pages of contents. The laminated card cover features gatefold spreads and all of the contents, with the exception of the cover, are in black and white.

The inside front cover offers five colour side views of G.55s and in the main gatefold section there is a six view of one particular machine. All of this artwork is to the highest standard, being produced by SAMI Aviation Illustrator, Richard J. Caruana. Each page of narrative text is offered in both Italian and English, as is each photograph's caption. The narrative text deals with



the development and operational use of the G.55 and is illustrated with a mass of clear black and white photographs. The centre pages offer a complete set of 1/48th scale plans for the G.55 Serie I, G.55 with torpedo, G.55B and G.55A. The narrative text returns to the

operational use of the G.55, with sections dealing with the German use of the type, the 1944-45 period and ANR operations. By this section of the text there are a number of clear interior photographs of various types and the narrative deals with all the variants produced before moving on to a technical description. These sections are heavily illustrated with both black and white line drawings and detail photographs. The final section of the title deals with modelling the G.55 and this is followed by the gatefold back cover which offers another five of Richard's excellent colour side views and a colour cockpit illustration by another artist.

Overall this is another title that can be highly recommended to all. With the new Fiat G.55 from Classic Airframes (see the preview on pg 6), this title will be of great assistance to those of you building it.

Our thanks to La Bancarella Aeronautica for the review sample.

Westland Wessex

Westland Wessex

by Michal Ovcacik & Karel Susa

Price: £7.50

Publisher: Mark I Ltd., P.O. Box 10, 100 31 Prague 10-Stansnice, Czech Republic.

UK Source: Four Plus UK, 29 Westwood Gardens, Hadleigh, Benfleet, Essex. SS7 2SH Tel/Fax: 01702 559308

This is an A4 format title with a laminated card cover and 36 pages of contents.

The narrative is restricted to the first three pages, where it gives a brief history and description of the following variants: HAS.1, HAS.3, HAS.31, HC.2, HAR.2, HCC.4, HU.5 and Mk 50 Srs. What you basically get in the rest of the title is a mass of black and white and colour photographs that offer both overall and detail photographs of the Wessex. There are also a couple of pages of black and white side view drawings for a number of machines and there is also a set of 1/72nd scale plans for five of the variants mentioned. The centre eight pages are in colour and these also offer more detail photographs inside the Wessex. As usual with a 4+ title, there is a loose centre page colour photograph, which is included as a poster.

If the subject matter is to your liking, then this title is all you will need. The level of photographic information included makes the title worth having on its own, without even considering those excellent scale plans.

Our thanks to Mark I and Four Plus UK for the review sample.

P-61 Black Widow units of World War 2

P-61 Black Widow units of World War 2

by Warren Thompson

Price: £10.99

Publisher: Osprey Publishing (see address elsewhere)

Once again this is in the usual format, with 96 pages of contents, including fifteen pages of colour artwork.

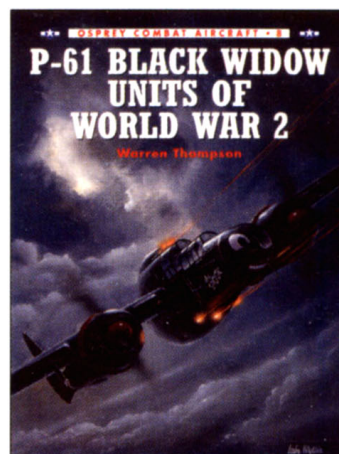
The Black Widow has got to be one of the most impressive types of WWII and as a fan I am pleased to see this title. The narrative text begins with a look at the development of the P-61 design before operational use. This chapter does include a number of high quality interior photographs of the type which originate in the Northrop archives. The next chapter deals with the operational use of the P-61 in Europe and this includes such events as the Battle of the Bulge and even a publicity flight by Mickey Rooney! The next chapter looks at the use of the

Widow in the Mediterranean theatre and this is followed by a similar chapter on the Pacific theatre and one on the China/Burma and Indian theatres. The great thing about all of the above chapters is that they include lots of good quality photographs of various P-61, most of which have extensive and colourful nose art. The appendices include a listing of all P-61 kills, a set of scale plans for the P-61A and B series airframes, plus the captions for the colour artwork. Unlike the other titles listed, the artwork in this edition begins with two pages of detailed renditions of the nose art carried by many of the featured machines. This is followed by ten pages of colour side profiles, and finally, two pages of colour portraits of various P-61 pilots (including the Northrop Chief Test Pilot).

All of these titles are to be recommended. If the subject matter is

of interest, then you will find the contents and that excellent artwork of great use.

Our thanks to Osprey for the review samples.



Obrona Powietrzna III Rzeszy Cz.2 (Defence of the Reich Pt. 2)

Obrona Powietrzna III Rzeszy Cz.2 (Defence of the Reich Pt. 2)

by Marek Murawski

Price: £TBA

Publisher: AJ-Press (address elsewhere)

Distributor: AJaKS (address elsewhere)

UK Source: Midland Counties Publications and Books International (see Advertisers Index)

This is an A4, 80 page title with a laminated card cover and eight pages of colour.

The card covers offer eleven colour side views of various aircraft (Fw 190, B-17, Me 163, He 162, Me 410 and Ta 152). As this

title is within the Aircraft Campaign (Kampanie Lotnicze) series, all of the text and photo captions are in Polish. It deals with all the operations by the Luftwaffe in defence of the homeland during the fierce attacks by the USAF in the last few months of WWII. The title is heavily illustrated with a number of black and white photographs. Many of these are overall shots of both axis and allied types, but there are a number of personalities and aces. Most of these have been seen a number of times before, but there are a few new ones.

At the back of the title is the eight page

section and this offers loads of colour artwork depicting various aircraft types. These include the Fw 190D-9, Bf 109G and K, Me 262, P-51 and P-47, B-24 and B-17. All of these are to the highest standard and are created by the well-known artist A. Wróbel.

This is another good title within this series. It may well be that it will be translated into English, but this series does not seem to be given much priority and therefore if you are interested in the subject matter I would recommend obtaining this title, even with its Polish text.



Ju 188, Ju 388 Pt. 1

Ju 188, Ju 388 Pt. 1

by Robert Michulec

Price: £TBA

Publisher: AJ-Press (address elsewhere)

Distributor: AJaKS (address elsewhere)

UK Source: Midland Counties Publications and Books International (see Advertisers Index)

This title is an English translation of the previous Monografie Lotnicze edition and it is in an A4 format with 64 pages of contents and a laminated card cover.

This first part deals with the development of the Junkers Ju 88B design into the Ju 188 series. There are a mass of detail photographs showing the various mock-ups made and tested during the early design stages. All of the various armament fits are well covered, including nice clear (and close) shots of



the manned and unmanned barbettes fitted to the tail of the prototypes. Colour artwork includes four side views on the inside front cover, a four-view for a Ju 188E-1, ten more side views and colour cutaway drawings of the cockpit interior.

The final elements of the narrative deal with the 388 series and this includes a nice selection of shots of the captured example in America post-war. The back section of this book offers a mass of 1/72nd scale plans and these include; Ju 88 V25, Ju 88 V27, Ju 88 V30/1, Ju 188 V1, Ju 188A-2, Ju 188C-0, a four-view set for the Ju 88 V8, V 24, Ju 188A-3, Ju 188E-1 and side views of the Ju 188E-1, Ju 188E-2, Ju 188G, Ju 188D-2, Ju 188F-1, Ju 188G, Ju 188R, Ju 188S-1, Ju 188S-1/U and a Ju 188 with L 10 (LT 950) guided torpedo fitted.

Ju 188, Ju 388 Pt. 2

Ju 188, Ju 388 Pt. 2

by Robert Michulec

Price: £TBA

Publisher: AJ-Press (address elsewhere)

Distributor: AJaKS (address elsewhere)

UK Source: Midland Counties Publications and Books International (see Advertisers Index)

This is the second part of the coverage of the Ju 188/388 series and it is offered in an identical format to the previous volume.

This edition deals with the operational use of the Ju 188/388. There are a mass of black and white photographs to illustrate the text and these are of great interest as many of them have not been seen before. There are also a number of good pictures of wrecked and captured machines. As with the original Polish example, this one includes a number of pictures of Ju 388's in service. There is a section which deals with foreign use and evaluation of



the Ju 188/388 series and this includes a number of good pictures of the Ju 388L-1 captured by American forces. The French use of the Ju 188 is also well covered.

Colour artwork includes a four-view of a Ju 188A-2 (with odd coloured wings!), five side views of Ju 388's, a two-view of the Ju 188J-1, and finally a three-view of a Ju 188E-1. A mass of 1/72nd scale plans are included once again and these include the Ju 188T-0, Ju-388 V2, Ju 388J-0, Ju 388 V3, Ju 388K-0, Ju 388 V1, Ju 388L-1, Ju 388 V21, Ju 388J-0 and the Ju 388 with BK-5. The final sections offers a technical look at the Ju 188/388 and there are many extracts from the manufacturers manual, as well as detailed black and white photographs.

Both of these titles can be most highly recommended to all Luftwaffe fans. The photographs, illustrations and colour artwork are most useful and the scale plans make them a 'must' for many of you.

Our thanks to AJaKS for the review samples.

Model-Mania P-51D Mustang

Model-Mania P-51D Mustang

by Dariusz Karnas

Price: £TBA

Publisher: AJ-Press, P.O. Box 28, 80-305

Gdansk

Distributor: AJaKS, ul. Lubelska 30-32, 03-802 Warszawa, Poland

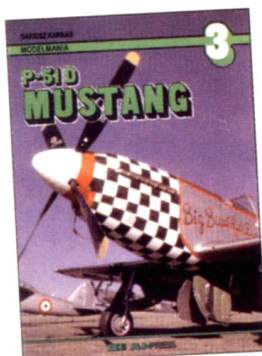
Tel/Fax: +48 22 618 60 51

Email: ajaks@kki.net.pl

UK Source: Midland Counties Publications and Books International (see Advertisers Index)

This is the third in the new 'Model Mania' series from this Publisher. It is in an A4 format with 60 pages of contents.

This series of books gives the modeller a mass of photographs in and around the chosen subject and this new one on the P-51D offers a great selection of colour and black and white photographs of preserved examples. The level of information offered is excellent and modellers will find the title of great use when detailing a kit. Those areas which cannot be illustrated via



preserved examples (e.g. rocket fitment) are done with the use of period line drawings.

There are also a number of colour side-views of various machines and towards the back of the title are a series of 1/72nd and 1/48th scale plans of the -10-NA, -5-NA, F-6D, TF-51D & -5-NT.

This is a title which can be highly recommended to all.

Bitwa O Anglie Cz.1 (Battle of Britain Pt. 1)

Bitwa O Anglie Cz.1 (Battle of Britain Pt. 1)

by Krzysztof Janowicz

Price: £TBA

Publisher: AJ-Press (address elsewhere)

Distributor: AJaKS (address elsewhere)

UK Source: Midland Counties Publications and Books International (see Advertisers Index)

Once again this is another 'Kampanie Lotnicze' title and it is in the same format as the previous one.

All the text is in Polish, but basically it deals with the Battle of Britain and covers this operational period with details of both Luftwaffe and RAF operations. Most of the black and white photographs used to illustrate the text are well known, although are a few 'new' ones. The last eight pages in the title (plus the cover) are in colour and they offer thirty colour side-



views including the Hurricane, Spitfire, Defiant, Bf 109 and Bf 110. There are also five-view sets for a Spitfire, Hurricane and two Bf 109E's.

Overall this is a good title and one which will appeal to many. The lack of English text will put many off, so let's hope it is translated soon.

British Warplanes of World War II

British Warplanes of World War II

edited by Daniel J. March

Price: £24.95

Publisher: Aerospace Publishing Ltd., 179 Dalling Road, London. W6 0ES

This title is hardback with 256 pages and a mixture of black and white and colour contents.

This is basically a complete list of all the types operated by the RAF and FAA in WW2 and it is a companion to the similar titles already produced by Aerospace Publishing on USAF and Luftwaffe aircraft

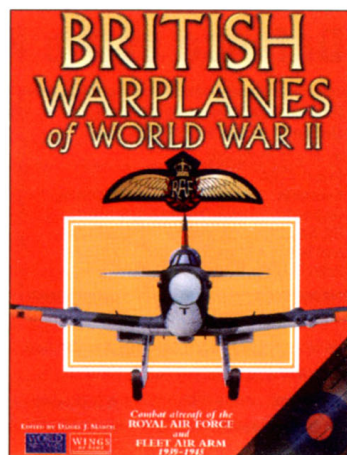
of the same era. The narrative is arranged alphabetically, running from Airspeed to Westland and this is followed by an appendix dealing with impressed aircraft. Each aircraft types entry gives a brief history, along with a breakdown of variants. Each is usually illustrated with at least one black and white photograph, plus the occasional colour side view. The more involved the history and number of variants produced of the type, the more pages it gets. This results in something like the Lancaster getting nine pages, comprising 18 photographs, six colour

side views, a cutaway and a three-view colour profile. All aircraft types are covered, including those supplied by the USA and although many of the photographs are well known, the combined package makes an excellent reference source.

This is an excellent title and one that can be highly recommended. I can assure you that you will be referring to it on a regular basis, as I have the USAF and Luftwaffe examples, and these have proved to be of great use.

Add this one to your library, you will not regret it.

Our thanks to Aerospace Publishing for the review sample



Bookshelf Update

Albatros Productions

The latest Windsock Datafile title is just out and it is all about the Aircro DH9. In the usual 42 page, A4, card covered format, this title offers excellent coverage of the type with 1/72nd and 1/48th scale drawings and a wealth of period photographs. This retails for £8.50 plus postage from the publisher and we will bring a full review of it next month.

Reissued within the Windsock Datafile series are four titles. These are; No. 13 - Albatros C.III, No. 17 - LVG C.VI, No. 23 - Hannover CL.II and No. 27, Halberstadt CL.II. Each title is in the standard format for

this series and offers a wealth of information plus those scale plans. Each has been revised since its original release and they can be obtained for £9.00 each from specialist bookshops or from the publisher

In 1999 there will be a number of new Windsock Datafile titles and these will comprise; (No.73) Friedrichshafen F33E (January), (No.74) RAF FE.8 (March), (No.75) AGO C.II (May), (No.76) Martinsyde F4 Buzzard (July), (No.77) Albatros C.VII (September) and (No.78) Caproni Ca.3 Bomber (November). A selection of 'specials' are also due in the year, although no further details on these are currently available.

Contact Albatros Productions on 01442 875838 (Fax: 01442 876018) for more details.

Insignia Magazine

The latest edition of this magazine has just been released by Blue Rider. In it are articles on the Kwangsi Air Force (1924-1937), the Fokker D.XXI in Spain (a 'what-if' feature), Eritrean Air Force,

news on the Macedonian and Moldovan Air Forces, a detailed look at the Chilean Air Force and Navy from 1918 to the present, the Gran Chaco Air War (Part 6), the Czech Red Devil (in the Avia BH-21), a photo selection of the Singapore Air Force, Bulgarian DAR-5 and DAR-6 trainers described and the markings of Ukraine. The title also comes with a free decal sheet offering markings for Chilean operated RAF SE5a and a DH60G in 1/72nd scale.

This edition retails for £4.50 plus postage and you should contact Blue Rider on 0181 672 3049 (Email: insigniamag@yahoo.com) for more details.

IBN

This Italian source has released the third title in their series of A5 sized monographs on aircraft types with one looking at the Fiat G.55. The title is in a similar format to the Hughes 500 title we reviewed last month (see Vol 4 Iss 12 Page 807) and we will bring a full review of it next month. In the meantime worldwide distributors of the title should contact IBN on Tel/Fax: 06/44 52 275, Email: aviolibr@etr.it

Detail and Scale

The most recent addition to this popular series is the first part of a series looking at the Lockheed P-38 Lightning. This 80 page title deals with the XP-38 through to the P-38H and it should be in the UK by the time you read these words. Check out the Pocketbond advert elsewhere for availability and prices.

La Bancarella Aeronautica

One of the titles in this excellent series we missed was No. 7 which dealt with the Vreda Ba 65. This title is in the same format as their other titles (see review of SM.79 title elsewhere) and this volume has a wealth of interior and detail photographs. This is a type

which is not well documented outside of Italy, so this is one title you should add to your library.

Padded Cell '46

Many of you will have seen this excellent little magazine, produced by self-confessed Luftwaffe '46 fan Lee Bagnell. Well the most recent issues were passed to me by Lee at the IPMS Nationals. Each title is in an A5 format with 20 pages and they cover such diverse topics as DH Hornets over the Reich, the Ju 488 pathfinder, Yak-15 versus Me 262, the Commonwealth Ca-13 Kookaburra, the Mitsubishi Ki-46 in Luftwaffe service and the Me 262 Zwilling!

If you like 'what-if' and Luftwaffe '46 subjects then Padded Cell is just your sort of magazine. Copies can be obtained for just £2.00 plus postage, although Lee informs me that they cannot be sent abroad. Contact Lee on 0191 2402467 for more details.

IPMS Milton Keynes

This group have been very active within the modelling field for years now, and anyone going to the IPMS/UK Nationals each year will have come across their excellent modelling display and presentations. Well, they have just started to produce an A5 booklet called 'The Roundabout Way to Modelling' which will be produced on a regular(ish) basis and will offer hints and tips on all areas of the hobby. A cover price of £1.50 will bring you the first edition and the club also offer some excellent pamphlets on various modelling tasks such as metal foil, micro mesh and figure painting.

For more information contact the club's secretary:

Philip Smith, 26 Treeborough, North Furzton, Milton Keynes, Bucks. MK4 1LR
Email: PSmith6328@aol.com

F-8 Crusader units of the Vietnam War

F-8 Crusader units of the Vietnam War
by Peter Mersky
Price: £10.99
Publisher: Osprey Publishing (see address elsewhere)

This is the seventh volume of the 'Combat Aircraft' series and it comes in the standard format with 112 pages.

The narrative starts with a look at the events which lead up to the war following the 'Gulf of Tonkin Incident'. Operations after this are covered next, before the real war began. There are individual looks at squadrons such as VF-162, plus a detailed account of the arrival of SAMs (Surface-to-air missiles) in the war zone. The narrative now turns to the aces, with details of the crews which achieved success over their MiG opponents. The next chapter examines the opponents of the F-8, with a look at the kills achieved by the Vietnamese MiGs. Final operations by the F-8 leading up to the Easter invasion in 1972 are followed by a look at the US Marine Corps' operations of the type. The appendices include a glossary



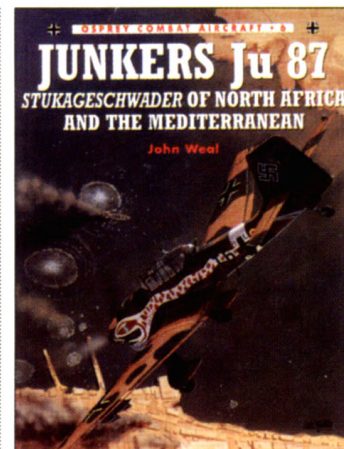
of terms, a listing of all F-8 'MiG killers', a list of F-8 squadron deployments during the war and scale plans for the F-8E, F-8C, F-8D and F-8J. The colour plates, which are captioned at the back of the title, comprise 33 colour side profiles of a number of machines and another two pages with six colour portraits of F-8 aces.

Junkers Ju 87 Stukageschwader of North Africa and the Mediterranean

Junkers Ju 87 Stukageschwader of North Africa and the Mediterranean
by John Weal
Price: £10.99
Publisher: Osprey Publishing (see address elsewhere)

This title is number six in the previously mentioned series and is in the same format. There are only 96 pages of contents in this edition though, of which twelve are in colour.

The first chapter deals with the movement of the Ju 87 from the English Channel zone to the Sicilian Narrows, which was a direct result of the vulnerability of the type, highlighted during the Battle of Britain. This chapter includes details of the operations against Malta that were carried out by the type and it is followed by a chapter dealing with the Italian use of the Stuka. Operations in the Balkans are covered next, followed by operations on Crete. The narrative now turns its attention to the North African campaign and the arrival of the D series within the area. The final chapter deals with the use of the Stuka in southern Europe and operations in



Italy. The appendices include orders of battle, scale plans for the B, D and G variant of the type and finally captions for the colour artwork. The twelve pages of colour profiles in the middle offer a good selection with ten pages of side-views of the Ju 87 and the final two pages are colour portraits of some well known Stuka exponents.

Model Clubs!

If you would like to attract more members to your club, why not let people know where and when you hold your meetings via this page. Just write or fax the details to the editorial address, there are no charges!

As a result of the demand for space in this section we regret that we have had to simplify each entry down to simple location and contact details.

● **IPMS(UK) WEB SITE** at <http://www.users.globalnet.co.uk/~ipmsuk>. Please note that the IPMS (UK) have appointed a new membership secretary. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail <sue@ipmsuk.globalnet.co.uk>

● **AAM/IPMS PORTUGAL**. Please contact Antonio Neves Santos - R. Prof. Camilo Oliveira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

● **THE ABERDEEN MODELLERS** Society. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

● **ABINGDON IPMS**. For information contact Tony Clements on 01235 522893.

● **AERO SPACE & VEHICLE** Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.

● **AVON IPMS**. Contact Stephen Lucas on 01454 316439 or Richard Reynolds on 01249 658522.

● **BAY MODELLERS CLUB**, Bay of Plenty, New Zealand contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

● **BANBURY SCALE MODEL** Club. Contact Reg Gray on 01295 264875.

● **BARNET IPMS**. Contact Pete Stern (Secretary) on 0181 449 7854.

● **BRADFORD IPMS**. For details contact Anthony Burrows at 4, Norwood Drive, Batley, West Yorkshire. WF17 0BN. Tel: 01924 478475.

● **BRAMPTON SCALE** Model Club (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

● **CHELMSFORD MODEL** Club. For information contact Stuart Shakespeare on 01245 609098.

● **THE CLACTON BRANCH** of the IPMS. For details contact Peter Terry on 01255 428653.

● **IPMS CLEVELAND** meet at St Cuthbert's Church Hall, Marton Road, Middleborough. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

● **COVENTRY AND WARWICKS IPMS** meet at Midland Air Museum Baginton Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: eales.mob@aol.com.

● **DERBY AND DISTRICT** Model Club. For information please contact Graham Price, 52 Bank Road, Matlock, Derbyshire. DE4 3GL.

● **EAST KENT MODEL** Club meets in Ramsgate. For details contact Stu Davies on 01843 867404.

● **EAST MIDLANDS MODEL** Club. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

● **IPMS EAST NEUK** Modelling Club (in North East Fife). Contact Brian Murray. Tel. 01334 655131 for details.

● **"FAMAS"** (pronounced "Famous") bi-monthly journal of the Frog & Airfix Model Aircraft Society. For details please write to: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

● **GLASGOW IPMS**. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

● **GLOUCESTER IPMS**. Contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

● **GRANTHAM MODEL** Club. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

● **GUERNSEY PLASTIC** Modellers Group. Please contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

● **THE HARROW MODELLING** Society. Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for details.

● **THE HORNCHURCH** branch of the IPMS. Contact K. Sparks, 8 Brockdish Ave, Barking, Essex. TG11 9DS.

● **ISCA SCALE PLASTIC** Model Club - East Devon. Contact Mr K. Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

● **KEIGHLEY PLASTIC** Model Society. Contact John on (01535) 665722 or Eddie on (01535) 671192.

● **IPMS KENT**. For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.

● **IPMS KINGSTON** (Canada) meets at the RCAF Club in Norman Rogers Airport. Contact Tony on 389 4878.

● **LINCOLN MODEL** Club (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.

● **IPMS (CANADA)** London. Contact Kerry Traynor on 1-519-453-4818.

● **LORDSWOOD (JUNIOR)** Model Club is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

● **LOTHIAN MODELLERS** Club and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.

● **MARITZBURG MODELLERS** Club, South Africa. Any static modeller welcome. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.

● **MEDWAY MODELLING** Club, Gillingham, Kent. Contact the secretary on 01634 373282.

● **MILDENHALL PLASTIC** Model Club. For information contact Peter on 01638 742354.

● **MILTON KEYNES** Model Club. Contact Phil Smith on 01908 505988.

● **NORFOLK SCALE** Aircraft Model Group. For information call John Turner on 01603 890595.

● **NORTH ESSEX** Modellers. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

● **NORTH SOMERSET** Modellers Society. For more information ring Fred Tooke on (01934) 416798.

● **NORTH STAFFS MODEL** Club. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

● **NORTH WALES** Modelling Club. Those wishing to form a scale modelling club in North Wales please contact Justin Gorka on 01492 532101 (day) or 01492 543590 (evenings).

● **NORWICH SCALE** Model Group. For more information please contact John Turner on 01603 890595.

● **NOTTINGHAM AND DISTRICT IPMS**. Contact Martin Regnard, 11/25 Victoria Centre Flats, Nottingham. NG1 3PJ Tel: 0115 9558584.

● **GREATER PETERBOROUGH** Model Club. For details ring Jim Sylvester on 01733 571728.

● **PLYMOUTH SCALE** Model Association. Contact Roger Haskell on 01752 267527 after 6pm.

● **POOLE VIKING CLUB** (Inc Dorset IPMS) meets on the 1st Wednesday of the month from 7.30pm to 10.30pm at the Poole Civic Centre Club.

● **ROBERTSBRIDGE AVIATION** Society Model Club. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

● **SALISBURY IPMS**. Please contact the secretary, Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts. SP5 1SH. Tel 01980 862403.

● **SHROPSHIRE SCALE** Modellers (IPMS Telford). Contact Gary Stevens, 8 Whittemere Road, Shrewsbury. SY1 3BT.

● **IPMS SOUTH EAST** London please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929. For a map please send an SAE to Alan Partington at 100, Culverley Road, Catford, London. SE6 2JY.

● **SOUTHEND-ON-SEA MODEL** Club (South East Essex IPMS). Contact Dean on 01702 603031.

● **SOUTH LONDON** Scale Model Club. For details please ring Eric on 0181 685 9110.

● **STAFFORD IPMS** Model Club. For information contact: John Tapsell, 29 Sidmouth Avenue, Weeping Cross, Stafford. ST17 0HG.

● **STIRLING & DISTRICT** Modellers Society SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

● **Sunderland Scale** Model Club meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

● **Sussex Model** Group. For information please contact 01403 782638.

● **Sutton Coldfield Model Makers' Society** For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

● **Tayside Modelling Society**. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

● **Thurrock Scale** Model Club. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

● **IPMS Toronto** (Canada). Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

● **Wallingford (IPMS)**. If you would like to know more contact Paul Dean on 01844 215360, or Geoff Wakenham on 01491 833471.

● **Warrington IPMS**. For details contact Dave Foxall on 01925 825619.

● **Watford Scale** Model Club. For more information call Nigel Foster on 01582 667210.

● **West Middlesex IPMS**. Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for details.

● **York & District Plastic Models Society**. Contact Chris on 01430 873408 or Joel on 01904 766895.

● **IPMS World War I Aircraft** Special Interest Group. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.

● **Helicopter Modellers** - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker 22 Brookfield, Haslington, Crewe. CW1 5WE.

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Events Diary at a Glance



1999

- January 3rd ● Croydon Airport Aviation and Toy Collectors Fair
- February 6th ● Isca Model club Model Show. St Thomas High School, Exeter
- February 6th-14th. ● The IPMS - Hellas (Corfu Branch) 9th Annual Modelling Show & Contest
- February 20th ● Columbus IPMS Annual Model Contest at Columbus, Ohio
- February 20th ● CWA (Central Wisconsin Area) Modelers. Fifth Annual Modeling Contest. Model Expo '99
- March 6th-8th ● Model Expo '99 IPMS Australia held in Melbourne
- March 7th ● The Great Midlands Kit Swap 1999
- March 13th ● IPMS-Seattle. Spring Show '99
- March 20th ● MosquitoCon VIII Model Contest. New Jersey IPMS. USA
- March 27th ● IPMS Houston's Modelmania '99
- March 28th ● Shropshire Scale Modellers Model Show at RAF Museum Cosford
- April 17th ● Poole Viking Model Club Annual Show
- April 24th/25th ● 1999 Scottish National Modelling Championships 1999 at Albert Halls. Dumbarton Road, Stirling
- May 7th/8th. ● Beskyd Model Kit Show '99. Koprivnice, Czech Republic
- June 5th ● North West Scale Modellers Model Show '99 USA
- June 5th ● Salisbury Model Club Show
- July 4th ● A Fort Full Of Models at Newhaven Fort, Newhaven, East Sussex
- August 15th ● The IPMS Avon 10th Anniversary IPMS Model Show
- August 29th ● Northern Model Expo. Bolton School Exhibition Centre
- September 12th ● The IPMS Leicestershire Friendly Model Show
- September 12th ● Sunderland Scale Model Club Model Show

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

- Croydon Airport Aviation And Toy Collectors Fair. 10.30 am Sunday 3rd January. Stand Booking contact 01737 822200.
- 6th February. Isca Model club Model Show. St Thomas High School, Exeter. Open 10am to 4.30pm. Adult admission £1.50, Juniors (16 and under) free when accompanied by an adult. Contact Mr R Smith, 1 The Village, Wembworthy, Devon. EX18 7RX.
- 6th - 14th February. The IPMS - Hellas (Corfu Branch) 9th Annual Modelling Show & Contest. Open daily 10.00 - 13.00 & 18.00 - 21.00 local time. Admission Free of charge. It's the branch's 10th Anniversary this year so there are special events planned.
- C.W.A. (Central Wisconsin Area) Modelers. Fifth Annual Modeling Contest. February 20th 1999. Vendors please contact Paul Patrick - Club President. (715) 345-2858. Email. banovetz@wctc.net
- 20th February. Columbus IPMS Annual Model Contest at Franklin University Student Center, Columbus, Ohio. For information contact Roger A Coe, 13400 Capetown Ave. Pickerington, OH 43147.
- Melbourne-Australia. March 6-8, 1999. Model Expo '99 and the Australian Open Plastic and Scale Modelling Championships will be held in the Arts and Crafts Pavilion, Royal Melbourne Showgrounds, Epsom Road, Ascot Vale. For details write to Model expo '99, c/- IPMS Australia Inc., GPO Box 1187K, Melbourne 3001, Australia or tel: Graeme Dodd (03) 9808 0341 or Ian Vale (03) 9873 4256.
- The Great Midlands Kit Swap is being held at Broughton Astley Village Hall on Sunday 7th March 1999 from 11am to 4pm. Free admission. Table Hire £5 on the day and £4 in advance. Contact: (01455) 284600 or (01455) 284305.
- 24th/25th April 1999 Scottish National Modelling Championships 1999 at Albert Halls. Dumbarton Road, Stirling. Open 10am to 5pm Sat/Sun. Adults £2. Children and OAPs £1. Family (2+2) £5. For more details of the competition contact William Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428 or Mike Mitchell, 16 the Knowe, Sauchie, Clacks. FK10 3EP. Tel: 01259 212622.

● 13th March. IPMS-Seattle. Sp. Public Exhibition 10am to 3pm. Guard Armory, Main Cafeteria. Armory Way, Seattle, WA. For more information contact Terry Moore on 1-425-774-6343 or Norm Filer at nfile@uport.com.

● New Jersey IPMS presents "MosquitoCon" VIII Model Contest on Saturday March 20th 1999 at the Wayne Policem Athletic League (PAL), PAL Road (off Route 23). Charges: Entry fee - \$6.00, Visitors \$4.00. Time 9am to 5pm. For details send SASE to Bob La Padura, 81 Diamond Lane, Old Bridge, New Jersey 08857. SA or call (908) 360-9634 after 7.00pm. The show theme is "The opening Moves - 1939-1940". Visit our NJIPMS Website at www.njipms.org.

● 27th March IPMS Houston's Modelmania '99. Humble Civic Center, 8233 Will Clayton Parkway, Humble, Texas 77338. Contact: Jon Baker, (281) 398-3645 (voice) or (281) 398-0103 (Fax) or E-Mail at hless@hnc.net. Updates at http://web-hou.iapc.net/~smh

● 28th March. Shropshire Scale Modellers Model Show. RAF Museum Cosford. Open 10am to 5pm. Adults £5, Seniors £4, Children £3. Family Ticket £13. Entry includes access to the Museum. Free Parking. Follow signs from M54 (Junc. 3, A41).

● 17th April. Poole Viking Model Club Annual Show. At Bournemouth University Talbot Campus, Fern Barrow, Poole. For more information contact Mr J. Bothamley on 01202 527723.

● 7th/8th May 1999. Beskyd Model Kit Show '99. House of Culture, Koprivnice, Czech Republic. Competition and Contest Secretariate: Mr Richard Králík and Mr Jan Stedry, Stefanikova 1155, 742 21 Koprivnice, Czech Republic.

● 5th June. North West Scale Modellers Model Show '99. Hosted by the Seattle Museum of Flight. 10am to 4.30pm. For further details contact Steve Holmes 1-425-353-6998 or Bill Johnson 1-425-257-3284.

● Salisbury Model Club Show will be held on June 5th at the Hall of Wyvern College, in Laverstock, Salisbury Wilts. Contact the Show Manager at 13 Park Street, Salisbury, SP1 3AT. Tel: 01722 327498/Fax: 01722 501518. e-mail - d.lane@dal.pipex.com.

● August 29th Northern Model Expo. Bolton School Exhibition Centre, Chorley New Road, Bolton. Open 10am to 5pm. For details contact: Ray Ashworth (01204 669770), Dave Vickers (01253 822319).

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● IPMS Avon. The 10th Anniversary IPMS Model Show will be held on Sunday 15th August at The Pavilion, Bath. Further details from Stephen Lucas on 01454 316439.

● IPMS (UK) Leicestershire Branch presents the 1999 Friendly Model Show at Broughton Astley Village Hall on Sunday 12th September 1999. Open 12am to 5pm. Adult admission £1.50, Juniors (16 and under) free when accompanied by an adult. Contact: 01455 284600 or 01455 284305.

● 12th September. Sunderland Scale Model Club Model Show at the Nissan Social Club and Sports Hall, Washington Nr Sunderland. 10am to 4pm. For more information contact 0191 5130489, 0191 548 7777, 0191 548 0744 or 0191 416 5742

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- **WWI AIRCRAFT** IN 1/48th - 1/24th: Eduard, Blue Max, Revell, Merlin, Tom's Model Workshop etc. Send S.A.E. for list to S.Chisholm, 24 Gideleys Meadow, Dartington, Totnes, S.Devon. TQ9 6JZ.
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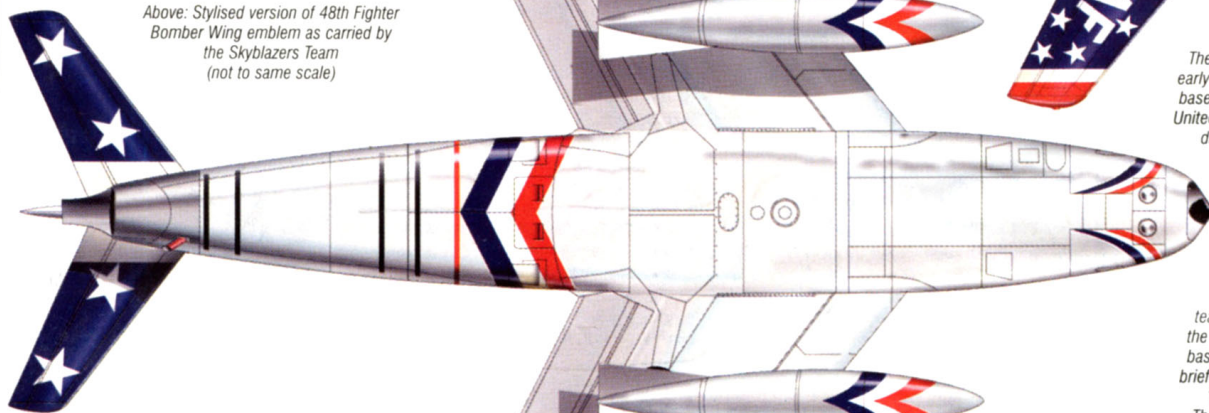
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Above: Stylised version of 48th Fighter Bomber Wing emblem as carried by the Skyblazers Team (not to same scale)

Right: Underside view of FU-186, the Slot, whose star pattern was completely different from all the other three. To begin with there are three stars on the tail surfaces. Then there are six stars on the port wing against the five on starboard (Scale - 1:144)



The main views show upper and lower schemes of the Skyblazers 1956 team, applicable to FU-192 flown by the leader, Capt. Jim Reynolds. Note how the blue area meets the white parallel to the aircraft centreline while at the other end it is angled inboard. Note also some subtle details such as natural metal leading edge wings and tailplane and red fuel jettison pipe. External fuel tanks fitted are the smaller, 200gall. type.

These pages were inspired by SAMI reader Mr Roger Pearce. He told us that some differences were noticed in the scheme used in the recent release in 1:48th scale by Hasegawa, especially on the wings. Unless the aircraft were repainted during the 1956 season (unlikely to say the least), then the accompanying illustrations have to be the most accurate yet published.

The Skyblazers were first formed in early 1949 by the 36th Fighter Group based in Germany, to represent the United States Air Forces in Europe at displays and exhibitions in Europe and North Africa. The first aircraft used were Lockheed F-80B Shooting Stars and later, in September 1950, the Republic F-84E Thunderjet.

The 36th Fighter Group team was disbanded at the end of the 1952 season and the 86th FG based at Landstuhl AB, Germany, briefly took over the role until early 1953, again flying F-84Es.

The 48th FBG based at Chaumont AB, France, then took over the team, this time equipped with the F-85G Thunderjet for the rest of the 1953 season.

In 1954 the 48th FBG re-equipped with the F-86F Sabre and the for the next three seasons (1954-56) they gained an enviable reputation as the most professional and peerless team operating in Europe. In 1955 their performances at the Paris and Zurich airshows drew much praise from the aviation press.

The team used three different colour schemes, one for each display season, the first two using areas of red and white on the wings, tail and stabilizers, the white areas being scattered with medium blue stars of various sizes. Our drawings illustrate the team markings in their final 1956 season.



Of particular note in this view is the style, colour and position of 'USAF' on the wing, which has never been correctly reproduced before on any decal sheet. The style is the same as that usually used for the 'FU' letters on the rear fuselage. Note also on this view the wing fences of the F-86F-35-NA and the black/red wing walk markings

Colour Art
© Richard J. Caruana — 1998 —
With special thanks
to Mr Roger Pearce for his
pricelss co-operation

Left: Underside view applicable to FU-201 and FU-219, the two wingmen, whose pattern of stars in the blue patch was very similar. As no upper wing photos could be traced, it is presumed that the upper and lower patterns were also similar (Scale - 1:144)

Scale 1:72

(unless otherwise stated)

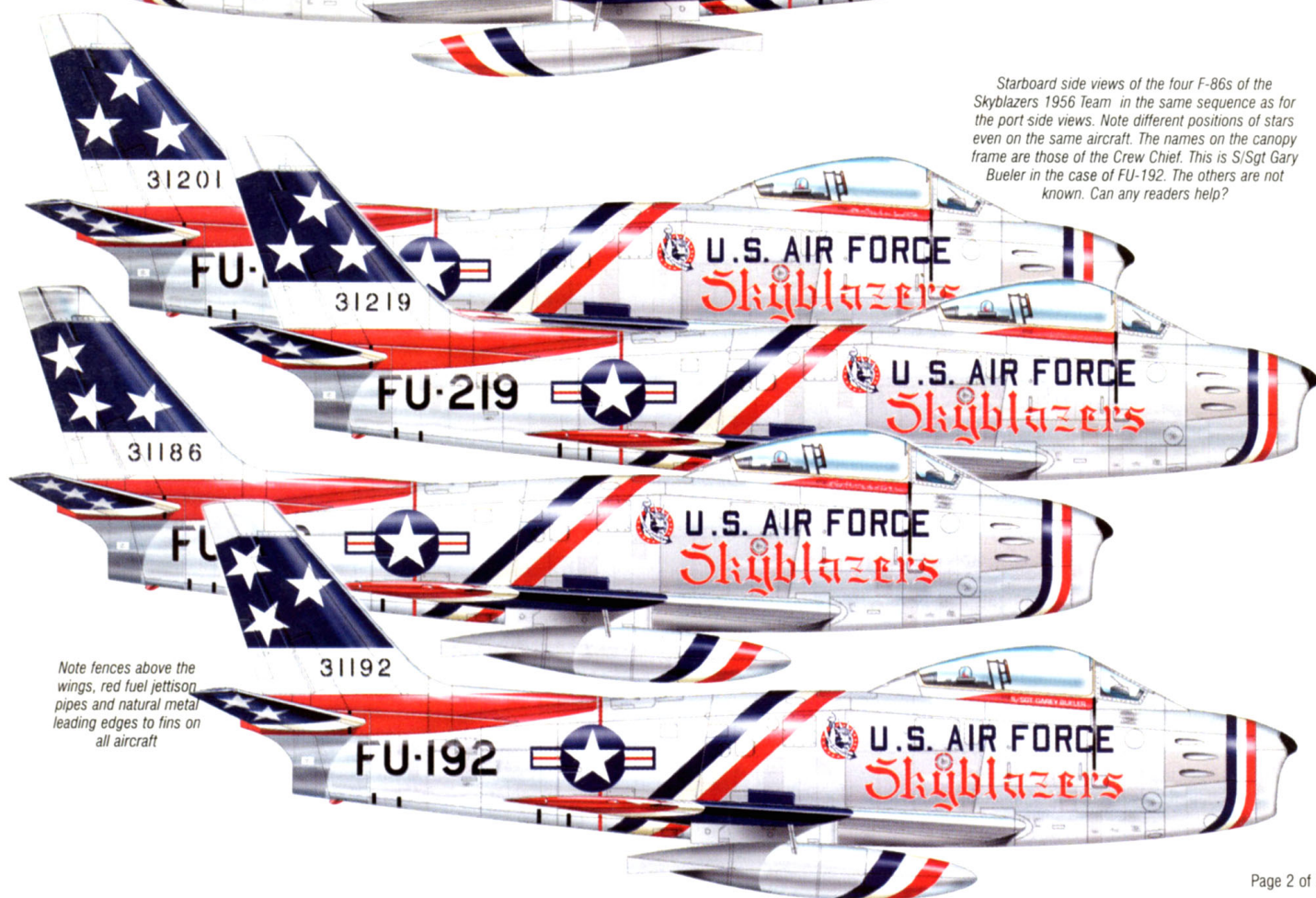
STAR Performers

Skyblazers 1956

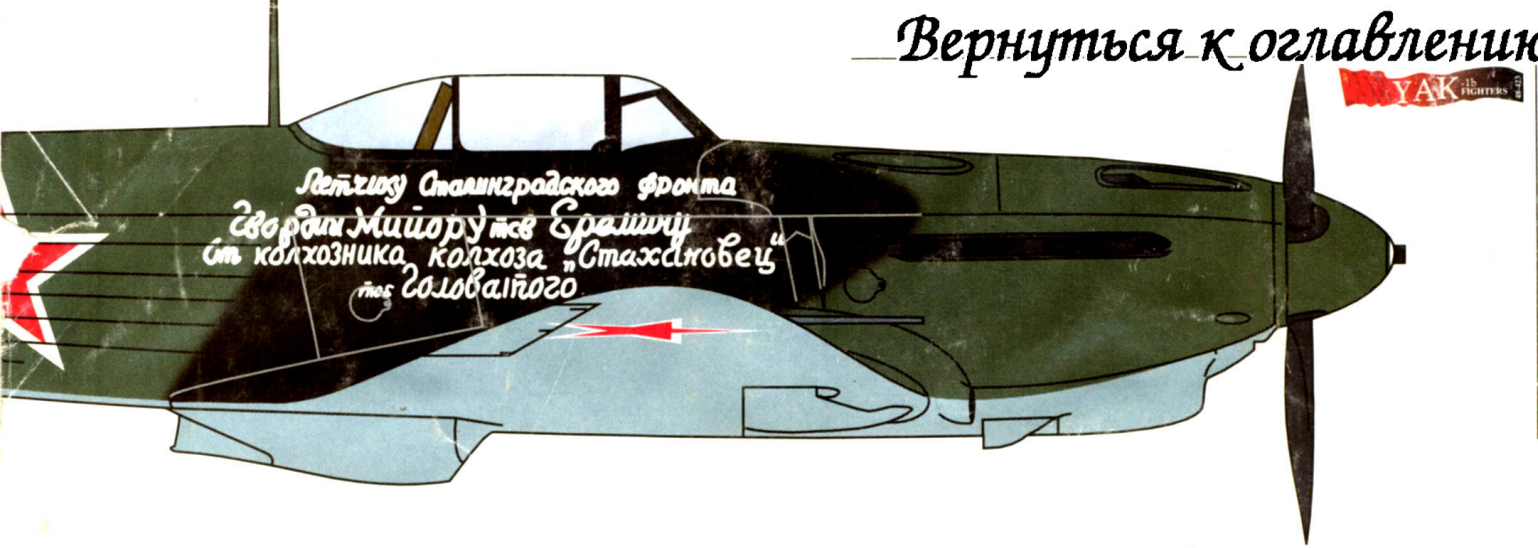
Port side views of the four F-86s of the Skyblazers 1956 Team which, top to bottom are: FU-201 (Right Wing – Lt James Foster); FU-219 (Left Wing – Lt Harold Homan); FU-186 (Slot – Lt Warren Efting); FU-192 (Leader – Capt Jim Reynolds). Pilots' names are reproduced in white over the red section on the canopy frame. Note differing positions of fin stars from aircraft to aircraft. FU-162 (31162) was usually the spare aircraft. It is not shown in these views.



Starboard side views of the four F-86s of the Skyblazers 1956 Team in the same sequence as for the port side views. Note different positions of stars even on the same aircraft. The names on the canopy frame are those of the Crew Chief. This is S/Sgt Gary Bueler in the case of FU-192. The others are not known. Can any readers help?



Note fences above the wings, red fuel jettison pipes and natural metal leading edges to fins on all aircraft



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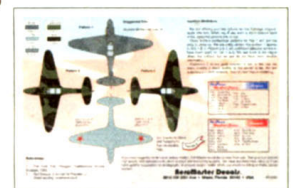
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